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Combined Final Environmental Impact Statement/Record of Decision and Final Section 4(f) Evaluation

District of Columbia and Arlington, Virginia



Long Bridge Project
Final Environmental Impact Statement and
Final Section 4(f) Evaluation

Prepared By:

United States Department of Transportation – Federal Railroad Administration
District Department of Transportation
and
Virginia Department of Rail and Public Transportation

With Cooperating Agencies:

National Park Service, Federal Transit Administration,
National Capital Planning Commission, United States Army Corps of Engineers – Baltimore District, United States
Coast Guard, Virginia Railway Express

Submitted Pursuant To:

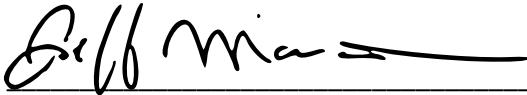
National Environmental Policy Act of 1969 (42 USC 4321) and the Council on Environmental Quality
Implementing Regulations for NEPA (40 CFR 1500-1508); Federal Railroad Administration Procedures for
Considering Environmental Impacts (64 FR 28545); Efficient Environmental Reviews for Project Decisionmaking
(23 USC 139); Section 4(f) of the United States Department of Transportation Act of 1966 (49 USC 303);
Section 106 of the National Historic Preservation Act of 1966 (54 USC 306108; 36 CFR 800);
the Clean Air Act of 1970 (42 USC 7401); the Clean Water Act of 1972 (33 USC 1251); the Coastal Zone
Management Act of 1972 (16 USC 1451); and the Endangered Species Act of 1973 (16 USC 1536(a); 50 CFR 17).



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08/12/2020

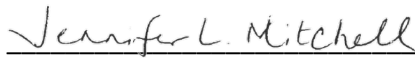
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The Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and in cooperation with the National Park Service (NPS), have prepared a Combined Final Environmental Impact Statement (FEIS), Final Section 4(f) Evaluation, and Record of Decision (ROD) for the Long Bridge Project (the Project).

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address railroad service demands and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network. The Project connects logical termini, has independent utility, and does not restrict consideration of alternatives for other reasonably foreseeable transportation projects in the area.

Pursuant to 49 USC 24201 and 23 USC 139(n)(2), FRA is issuing a single document that consists of the FEIS and ROD. One of the primary purposes of this combined FEIS/ROD is to respond to substantive comments received during the public and agency review and comment period. Responses are in the form of factual corrections or clarifications and are presented as errata-style edits in tabular format. These errata document the changes made to the Draft EIS (DEIS) that are now reflected in the combined FEIS/ROD. The use of errata sheets and this combined FEIS/ROD comply with the requirements of 23 USC 139(n). The ROD states the decision, identifies the alternatives considered in reaching the decision, summarizes avoidance, minimization, and mitigation strategies and future design practices appropriate for this EIS, and states the next steps in the environmental review process that may occur with subsequent phases of the Project. Members of the public, project stakeholders, local governments, elected officials, non-governmental organizations, Native American Tribes, Federal, State, and local agencies have been and will continue to be involved in the Project throughout any subsequent phases of the Project.

This combined FEIS/ROD describes and summarizes the potential effects on the natural and human environment of the No Action and two Action Alternatives within the Project Study Area. FRA identified a Preferred Alternative based on analysis presented in the DEIS and input from the public, stakeholders, and agencies. Action Alternative A is the Preferred Alternative and most effectively achieves the Purpose and Need.

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Appendix A: Final Section 4(f) Evaluation

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Appendix B:	Section 106 Programmatic Agreement
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1.0 Final EIS

1.1. Provisions for use of Errata Sheets and Combined Environmental Impact Statements/Records of Decision

Operating Administrations (OAs) within the United States Department of Transportation (USDOT) must develop, to the maximum extent practicable, a single document that combines the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), unless certain conditions exist.¹ USDOT may also prepare an FEIS by attaching errata sheets to the Draft EIS (DEIS) if certain conditions are met. The following sections describe the conditions for use of errata sheets and the combined FEIS/ROD.

1.1.1. Use of Errata Sheets

The use of errata sheets in lieu of rewriting the DEIS is appropriate when comments received on the DEIS are minor and the responses to those comments are limited to factual corrections or explanations of why the comments do not warrant further response. This approach is consistent with the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) and existing statutory authorities.² When using this approach, the lead agency must make the errata sheets publicly available to the same extent as the DEIS and ensure continued availability of the DEIS.³

Comments on the Long Bridge Project DEIS require factual corrections and minor clarifications to the DEIS; however, no comments warrant further response in the form of modifications to alternatives, development and evaluation of additional alternatives, or modification of analyses.

The Long Bridge Project DEIS is currently available to the public on the project website (<http://longbridgeproject.com/deis/>). The DEIS errata sheets are included in this combined FEIS/ROD and are also available with the DEIS on the project website.⁴

1.1.2. Combined FEIS/ROD

Traditionally, and in accordance with the CEQ regulations, the lead agency issues FEIS and ROD documents separately with a minimum 30-day period between the FEIS and the ROD.⁵ However, consistent with 23 USC 139(n), 49 USC 24201, and 49 USC 304a, to the maximum extent practicable, when a USDOT OA is a lead agency, it must combine the FEIS and ROD unless:

¹ 23 USC 139(n), 49 USC 24201, 49 USC 304a. The Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration have incorporated this provision into their NEPA implementing procedures at 23 CFR 771.124.

² 40 CFR 1503.4(c).

³ U.S. Department of Transportation, *Guidance on the Use of Combined Final Environmental Impact Statements/Records of Decision and Errata Sheets in National Environmental Policy Act Reviews*, April 25, 2019. Accessed from <https://www.transportation.gov/sites/dot.gov/files/docs/mission/transportation-policy/permittingcenter/337371/feis-rod-guidance-final-04302019.pdf>. Accessed November 13, 2019.

⁴ The DEIS is also available as part of the United States Environmental Protection Agency's Environmental Impact Statement Database, which contains electronic versions of all EISs received by EPA since October 2012. The database is available online at <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>.

⁵ 40 CFR 1506.10(b)(2)

- The FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or
- There is a significant new circumstance or information relevant to environmental concerns that bears on the proposed action or the impacts of the proposed action.

The combined FEIS/ROD must meet applicable requirements for both an FEIS and ROD. The format of the FEIS/ROD can be flexible depending on the complexity of the action and other considerations such as accommodating the needs of Cooperating and Joint Lead Agencies.

The Long Bridge Project FEIS does not include substantial changes to the proposed action in terms of environmental or safety concerns, nor are there significant new circumstances or information relevant to environmental concerns of the proposed action or its impacts. Therefore, the Federal Railroad Administration (FRA) is using a combined FEIS/ROD for the Long Bridge Project (the Project).

This Combined FEIS/ROD includes:

- Identification of the preferred alternative and evaluation of all reasonable alternatives considered (**Section 1.2, Purpose and Need, Alternatives, and the Preferred Alternative**)
- Summary of public and agency coordination activities that have taken place since the issuance of the DEIS (**Section 1.3, Public Outreach Since Release of the DEIS**)
- Basis of the decision (**Section 2.3, Basis of Decision**)
- Summary of mitigation measures that would be incorporated in the Project (**Section 2.4, Measures to Minimize Harm**)
- Demonstration of compliance, to the extent possible, with all applicable environmental laws and executive orders, or provision of reasonable assurance that requirements can be met (**Section 2.7, Determinations and Findings Regarding Other Laws**)
- Section 4(f) determination and concurrence (**Section 2.7.2, Section 4(f)**)
- Discussion of substantive comments received on the DEIS and responses to comments (**Appendix D, Response to Agency and Organization Comments** and **Appendix E, Common Comment Categories with Responses**)

1.2. Purpose and Need, Alternatives, and the Preferred Alternative

This section discusses the Project's Purpose and Need (**Section 1.2.1, Purpose and Need**) and identifies Action Alternative A as the Preferred Alternative. It discusses the potential transportation and environmental effects of the Action Alternative A as compared to Action Alternative B and the No Action Alternative (**Section 1.2.2, Comparison of Transportation and Environmental Consequences**). This section demonstrates why Action Alternative A remains the Preferred Alternative following the formal DEIS comment period.

The U.S. Environmental Protection Agency (EPA) published the Notice of Availability (NOA) for the Long Bridge Project's DEIS in the *Federal Register* on September 13, 2019,⁶ which began the formal 45-day public review and comment period. Distribution of the DEIS to local, regional, state, federal agencies, tribal governments, interested and affected parties, as well as the public provided opportunity for

⁶ 84 FR 48352. Accessed from <https://www.govinfo.gov/content/pkg/FR-2019-09-13/pdf/2019-19813.pdf>. Accessed December 9, 2019.

review and comment. The review and comment period ended on October 28, 2019. DDOT and FRA held a public hearing on October 22, 2019, where verbal and written comments could be made regarding the DEIS.

No substantive comments were received on the DEIS that would result in changes to the Preferred Alternative. Additionally, no comments raised new circumstances or provided new information relevant to environmental or safety concerns that would warrant a change to the recommended Preferred Alternative.

1.2.1. Purpose and Need

As explained in **Chapter 2, Purpose and Need (Lines 82-273)** of the DEIS, the purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

1.2.2. Comparison of Transportation and Environmental Consequences

This section presents the potential impacts of each Action Alternative as compared to the No Action Alternative.

1.2.2.1. No Action Alternative

The No Action Alternative represents conditions that would exist in the planning year of 2040 if the Project is not implemented. While the No Action Alternative does not meet the Project's Purpose and Need, it serves as comparison against the potential impacts of the Preferred Alternative. The No Action Alternative includes the existing transportation network, plus all proposed transportation projects within the Study Area (0.25 miles of the existing Long Bridge Corridor) planned for completion by 2040. The No Action Alternative also includes the Potomac River Tunnel Project, as that project will run a new tunnel crossing underneath the existing Long Bridge. The projects included in the No Action Alternative all have independent utility from the Long Bridge Project. The proposed projects in the No Action Alternative are listed in **Chapter 3, Alternatives (Line 254)** of the DEIS.

1.2.2.2. Action Alternatives

Tables 1-1 and 1-2 summarize the analysis results and comparison of the No Action Alternative against Action Alternative A (the Preferred Alternative) and Action Alternative B. All the proposed transportation projects included in the No Action Alternative are assumed to be built and operational by 2025. The Action Alternatives and their effects on railroad transportation and the environment would differ substantially from the No Action Alternative.

Action Alternative A (the Preferred Alternative) would construct a new two-track railroad bridge over the Potomac River and the George Washington Memorial Parkway (GWMP) between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks. In doing so, the Project would provide additional long-term railroad capacity and improve reliability of railroad service through the Long Bridge Corridor. The Project would address the current

insufficient capacity in the Corridor as well as provide resiliency and redundancy to accommodate projected demand in future railroad services. Differentiating impacts and benefits of the No Action Alternative and the Action Alternatives are described in the following section.

Similar to Action Alternative A (the Preferred Alternative), Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges (note that the railroad bridge over the GWMP is a separate bridge from Long Bridge). In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A (the Preferred Alternative).

To mitigate impacts to resources protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)), the Virginia Department of Rail and Public Transportation (DRPT) would construct a bike-pedestrian crossing that connects Long Bridge Park, the GWMP/Mount Vernon Trail (MVT), and West Potomac Park. This connection would cross the Potomac River on an independent bridge on the upstream side of the new railroad bridge. The southern end of the bike-pedestrian crossing would connect to a path at the northern end of the Long Bridge Aquatic and Fitness Center and Park Expansion in Long Bridge Park. The bike-pedestrian path would cross over the GWMP, MVT, and the Potomac River on a 2,300-foot-long bridge consisting of prefabricated truss spans. The northern end of the bike-pedestrian path would connect to Ohio Drive SW in West Potomac Park. **Tables 1-1** and **1-2** include a summary of the additional impacts of the bike-pedestrian crossing. The analysis of temporary impacts in **Table 1-2** assumes that construction of the bike-pedestrian crossing would use the same construction access and staging areas as the railroad bridge construction.

The estimated construction duration for Action Alternative A is five (5) years, which assumes that construction activities at different locations may be occurring at the same time. The estimated construction duration for Action Alternative B is eight (8) years and three (3) months. It may be possible to phase construction of the bike-pedestrian bridge so that some of the bridge is constructed concurrently with the railroad bridge. However, this EIS analyzes the scenario that would result in a longer duration of impacts, which assumes an additional two (2) years of construction following the construction of the railroad bridge due to the space constraints between new bridges and the Metro Bridge. With the bike-pedestrian bridge included, this would result in an overall construction duration of seven (7) years for Action Alternative A and 10 years and 3 months for Action Alternative B.

Table 1-1 | Summary of Potential Permanent Impacts to Key Resources

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Human Environment				
Increased railroad service capacity across the Potomac River (VA and DC)	No	Yes Major beneficial direct impacts	Yes Major beneficial direct impacts	n/a
Increased train service frequency (VA and DC)	Yes, increased freight frequency and limited increase in passenger rail and commuter rail frequency Beneficial direct impact	Yes Major beneficial direct impacts	Yes Major beneficial direct impacts	n/a
Improved railroad operational flexibility (VA and DC)	No	Yes Major beneficial direct impacts	Yes Major beneficial direct impacts	n/a
Removal of spaces at National Park Service (NPS) Parking Lot C in West Potomac Park (DC)	No	50 out of 67 public parking spaces Moderate adverse direct impacts	50 out of 67 public parking spaces Moderate adverse direct impacts	Less space available for reconfiguration of remaining parking Minor adverse direct impacts
Removal of spaces at Washington Marina parking lot (DC)	No	1/3 of ~67 parking spaces at Washington Marina parking lot Moderate adverse direct impacts	1/3 of ~67 parking spaces at Washington Marina parking lot Moderate adverse direct impacts	n/a
Property impacts (VA and DC)	No	2.44 acres park property 0.22 acre private property Minor adverse direct impacts	2.45 acres park property 0.22 acre private property Minor direct adverse impacts	0.31 acre park property Minor adverse direct impacts
Exceedance of Federal Transit Authority (FTA) moderate noise criteria (VA)	No, but increased noise levels due to additional trains Adverse direct impact	2 locations in Long Bridge Park Moderate adverse direct impact	2 locations in Long Bridge Park Moderate adverse direct impact	None

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Exceedance of FTA severe noise criteria (VA and DC)	No	3 locations: Long Bridge Park, Mandarin Oriental Hotel, and Portals V Residences Major adverse direct impact	3 locations: Long Bridge Park, Mandarin Oriental Hotel, and Portals V Residences Major adverse direct impact	None
Direct impact to Long Bridge Park (VA)	No	0.04 or 0.14 acre Negligible adverse direct impact	0.04 or 0.14 acre Negligible adverse direct impact	0.14 or 0.27 acre Negligible adverse direct impact
Direct impact to GWMP (VA)	No	0.4 or 0.5 acre Minor adverse direct impact	0.4 or 0.5 acre Minor adverse direct impact	0.5 or 0.6 acres Minor adverse direct impact
Vegetation removal within GWMP (VA)	No	Approx. 70 trees, including 3 larger trees (greater than 34-inch trunk diameter) Moderate adverse direct impact	98 trees, including 12 larger trees (greater than 34-inch trunk diameter) Moderate adverse direct impact	Less space available for replanting trees removed during construction Minor adverse direct impact
Direct impact to West Potomac Park (DC)	No	1.4 acres Minor adverse direct impact	1.5 acres Minor adverse direct impact	0.3 acres Minor adverse direct impact
Direct impact to East Potomac Park (DC)	No	0.5 acres Minor adverse direct impact	0.5 acres Minor adverse direct impact	None
Vegetation removal within East and West Potomac Parks (DC)	No	Approx. 160 trees, including 8 larger trees (greater than 34-inch trunk diameter) Moderate adverse direct impact	169 trees, including 9 larger trees (greater than 34-inch trunk diameter) Moderate adverse direct impact	None
Impact to views from GWMP (VA)	No	Yes Minor to moderate adverse direct impact	Yes, including removal of visual landmark (truss) Moderate adverse direct impacts	Yes Moderate adverse direct impact

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Impact to views from MVT (VA)	No	Yes Major adverse direct impact	Yes, including removal of visual landmark (truss) Major adverse direct impacts Increased views towards Monumental Core Minor beneficial direct impact	Yes Moderate adverse direct impact
Impact to views from bridges spanning the Potomac River (DC)	No	Yes Minor adverse direct impact	Yes, including removal of visual landmark (truss) Moderate adverse direct impact Increased views of the river and ridgeline Minor beneficial direct impact	Yes Minor adverse direct impact
Impact to views from East Potomac Park (DC)	No	Yes, but minimized due to distance of the view and the number of bridges within the existing viewshed Negligible adverse direct impact	Yes, including removal of visual landmark (truss) Moderate to major adverse direct impacts	None
Impact to views from West Potomac Park (DC)	No	Yes, due to removal of mature trees and construction of retaining wall Major adverse direct impact	Yes, due to removal of mature trees and construction of retaining wall Major adverse direct impact	Yes Negligible adverse direct impact
Removal of contributing features to GWMP Historic District (VA)	No	Yes, vegetation Moderate adverse direct impact	Yes, vegetation and historic bridge Major adverse direct impacts	Yes, vegetation Moderate adverse direct impact
Visual changes to GWMP Historic District (VA)	No	Introduction of new bridge into viewshed Minor adverse indirect impact	Introduction of new bridge into viewshed and removal of existing bridge truss Moderate adverse indirect impact	Introduction of new bridge into viewshed Negligible adverse indirect impact

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Removal of contributing features to Mount Vernon Memorial Highway (MVMH) Historic District (VA)	No	Yes, vegetation Moderate adverse direct impact	Yes, vegetation and historic bridge Major adverse direct impacts	Yes, vegetation Moderate adverse direct impact
Visual changes to MVMH Historic District (VA)	No	Introduction of new bridge into viewshed Minor adverse indirect impact	Introduction of new bridge into viewshed and removal of existing bridge truss Moderate adverse indirect impact	Introduction of new bridge into viewshed Negligible adverse indirect impact
Removal of contributing features to East and West Potomac Parks Historic District (DC)	No	Yes, vegetation (up to 4 Japanese cherry trees) Moderate adverse direct impact	Yes, vegetation (up to 7 Japanese cherry trees) and historic bridge Major adverse direct impacts	No, but construction of the crossing and access ramp would affect ability to replant Japanese cherry trees Moderate adverse direct impact
Visual changes to East and West Potomac Parks Historic District (DC)	No	Introduction of new bridge would obstruct views of Long Bridge Moderate adverse indirect impact	Introduction of new bridge into viewshed and removal of existing bridge truss Moderate adverse indirect impact	No
Natural Environment				
Natural habitat loss (VA and DC)	No	3.7 acres Minor adverse direct impact	4.2 acres Minor adverse direct impact	0.7 acres Minor adverse direct impact
Increase in impervious surface in Potomac River watershed (VA and DC)	No	1.9-acre increase Minor adverse direct impact	3.8-acre increase Minor adverse direct impact	1.3-acre increase Minor adverse direct impact
Decrease in impervious surface in District Municipal Separate Storm Sewer System (MS4) watershed (DC)	No	0.8-acre decrease Negligible beneficial direct impact	0.8-acre decrease Negligible beneficial direct impact	None

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Impact to waters of the United States (DC)	No	0.5 acres Minor adverse direct impact	0.5 acres Minor adverse direct impacts	<0.02 acres Minor adverse direct impact
Impact to areas of the Potomac River below 2.5 meters in depth (riverine wetlands)	No	0.25 acres	0.25 acres	0.01 acres
Impact to Resource Protection Areas (VA)	No	0.2 acres Minor adverse direct impact	0.3 acres Minor adverse direct impact	0.15 acres Minor adverse direct impact

Table 1-2 | Summary of Potential Temporary Impacts to Key Resources During Construction

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Human Environment				
Increased heavy truck traffic and intermittent short-term closures along Crystal Drive, Long Bridge Drive, and Boundary Channel Drive (VA)	No	4 years 2 months Negligible to minor adverse direct impacts	4 years 2 months Negligible to minor adverse direct impacts	Additional 2 years Negligible to minor adverse direct impacts
Intermittent traffic control measures, lane closures, and lane shifts on the GWMP (VA)	No	2 years Moderate adverse direct impact	5 years 2 months Major adverse direct impact	Additional 2 years Minor adverse direct impact
Intermittent traffic control measures, lane closures, and lane shifts on I-395 (DC)	No	4 years and 9 months Major adverse direct impact	4 years and 9 months Major adverse direct impact	No
Intermittent flagging/traffic control along Ohio Drive SW at NPS Parking Lot C in West Potomac Park (DC)	No	4 years 9 months Negligible adverse direct impacts	8 years 1 month Minor adverse direct impact	Additional 2 years Negligible adverse direct impacts
Intermittent traffic control measures, lane closures, and lane shifts on Maine Avenue SW (DC)	No	4 years 1 month Major adverse direct impact	4 years 1 month Major adverse direct impact	No
Interruptions to two-track railroad service (VA and DC)	Yes, due to projects included in the No Action Alternative Adverse direct impact	Limited outages over 5 years. Outages may depend on design and engineering developments Moderate adverse direct impact	Limited outages over 8 years 3 months. Outages may depend on design and engineering developments Major adverse direct impact	No

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Service disruptions to Metrorail Yellow Line due to construction of new bridge over the Metrorail Portal (DC)	No	Yes, primarily during nights and weekends Minor adverse direct impact	Yes, primarily during nights and weekends Minor adverse direct impact	No
Impacts to local and commuter bus routes on I-395 and Maine Avenue SW (DC)	No	Yes Moderate to major adverse direct impacts	Yes Moderate to major adverse direct impacts	No
Realignment of MVT in GWMP (VA)	No	2 years Moderate adverse direct impact	5 years 2 months Major adverse direct impact	Additional 2 years Moderate adverse direct impact
Intermittent closures of pedestrian walkways in East and West Potomac Parks (DC)	No	4 years 9 months Moderate adverse direct impact	8 years 1 month Major adverse direct impact	Additional 2 years (on Ohio Drive near the Potomac River only) Minor adverse direct impact
Closure of Maine Avenue pedestrian bridge and Maine Avenue sidewalk (DC)	No	4 years 1 month Moderate adverse direct impact	4 years 1 month Moderate adverse direct impact	No
Periodic closure of Potomac River navigational GWMP channel and adjacent spans (DC)	No	3 years 4 months Minor adverse direct impact	8 years 1 month Moderate adverse direct impact	Additional 2 years Minor adverse direct impact
Exceedance of District daytime noise limits (DC)	No	3 locations Moderate adverse direct impact	3 locations Moderate adverse direct impact	No
Exceedance of District and Arlington nighttime noise limits (VA and DC)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Exceedance of Arlington limit at MVT Minor adverse direct impact

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Construction staging impacts to Long Bridge Park (VA)	No	0.01 or 0.4 acres 4 years 2 months Minor adverse direct impact	0.01 or 0.4 acres 6 years 8 months Minor adverse direct impact	Same staging areas for additional 2 years Minor adverse direct impact
Construction staging and access impacts to GWMP and MVT (VA)	No	3.4 or 3.8 acres 3 years 4 months Moderate adverse direct impact	3.4 or 3.8 acres 8 years 1 month Major adverse direct impacts	Some of same staging areas for additional 2 years Moderate adverse direct impact
Construction staging and access impacts to East and West Potomac Parks (DC)	No	3.4 acres 4 years 9 months Moderate adverse direct impact	3.5 acres 8 years 1 month Major adverse direct impact	Some of same staging areas for additional 2 years Moderate adverse direct impact
Construction access impacts to Hancock Park (DC)	No	0.09 acres 3 years Minor adverse direct impact	0.09 acres 5 years Minor adverse direct impact	No
Construction activities visible from the GWMP and MVT (VA)	No	Yes Major adverse direct impact	Yes Major adverse direct impact	Yes, for an additional 2 years Major adverse direct impact
Construction activities visible from Long Bridge Park (VA)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Moderate adverse direct impact
Construction activities visible from Potomac River and Washington Channel (DC)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes (Potomac River only) Moderate adverse direct impact
Construction activities visible from East and West Potomac Parks and Monumental Core (DC)	No	Yes Major adverse direct impact	Yes Major adverse direct impact	Yes, for an additional 2 years Major adverse direct impact
Construction activities visible from L'Enfant Plaza and Southwest Waterfront (DC)	No	Yes Major adverse direct impact	Yes Major adverse direct impact	No

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Construction staging and access within portions of the GWMP Historic District would be noticeable and would diminish integrity (VA)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Moderate adverse direct impact
Construction staging and access within portions of the MVMH Historic District would be noticeable and would diminish integrity (VA)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Moderate adverse direct impact
Construction staging and access within portions of the East and West Potomac Parks Historic District would be noticeable and would diminish integrity (DC)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Moderate adverse direct impact
Construction staging and access within portions of the National Mall Historic District would be noticeable and would diminish integrity (DC)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Moderate adverse direct impact
Community disruption due to impacts to traffic and pedestrian and bicycle facilities during construction (VA and DC)	No	Yes Moderate adverse direct impact	Yes Moderate adverse direct impact	Yes, for an additional 2 years Minor adverse direct impact

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Annual direct jobs during construction (VA and DC)	No	1,822 jobs Minor beneficial direct impact	1,822 jobs Minor beneficial direct impact	Additional construction jobs commensurate with construction costs Minor beneficial direct impact
Annual indirect jobs during construction (VA and DC)	No	441 jobs Minor beneficial indirect impact	407 jobs Minor beneficial indirect impact	Additional construction jobs commensurate with construction costs Minor beneficial direct impact
Natural Environment				
Natural habitat loss (VA and DC)	No	6.4 acres Minor adverse direct impact	6.7 acres Minor adverse direct impact	No
Temporary fish habitat loss (DC)	No	0.7 acres Minor adverse direct impact	1.4 acres Minor adverse direct impact	No additional impact as piles would be driven without construction of cofferdams and dewatering
Impact to waters of the United States (DC)	No	1.1 acres Minor adverse direct impact	1.5 acres Minor adverse direct impact	No additional impact as piles would be driven without construction of cofferdams and dewatering
Impact to areas of the Potomac River below 2.5 meters in depth (riverine wetlands)	No	0.83 acre	0.96 acre	No additional impact as piles would be driven without construction of cofferdams and dewatering
Increase in vessel traffic and potential vessel strikes with fish (DC)	No	Yes Minor adverse direct impact	Yes Minor adverse direct impacts	Yes, for an additional 2 years Minor adverse direct impact
Displacement of species that use the existing bridge (DC)	No	No	Yes	No
Resource Protection Areas (RPAs) impacted (VA)	No	0.4 acres Minor adverse direct impact	0.6 acres Minor adverse direct impacts	No

Impacts (Jurisdiction)	No Action Alternative	Action Alternative A (Preferred Alternative)	Action Alternative B	Additional Impacts due to Bike-Pedestrian Crossing
Soil removed (VA and DC)	No	29,000 cubic yards Minor adverse direct impact	45,000 cubic yards Minor adverse direct impact	No
Concrete removed (VA and DC)	No	12,000 cubic yards Minor adverse direct impact	40,000 cubic yards Minor adverse direct impact	No
Steel removed (VA and DC)	No	3,000 cubic yards of steel Minor adverse direct impact	10,000 cubic yards of steel Minor adverse direct impact	No

1.2.3. Preferred Alternative

Action Alternative A achieves the Purpose and Need, represents the least environmentally damaging practicable alternative as compared with Action Alternative B, has lower capital costs, and has a shorter construction duration. Therefore, FRA identified Action Alternative A as the Preferred Alternative.

While substantive comments received during the public comment period included points of information, clarification, or correction, the comments received during the public comment period did not result in new information, additional analyses, or a change in the identification of the Preferred Alternative.

Differentiating benefits of the Preferred Alternative, compared to the No Action Alternative, include:

- **The Preferred Alternative meets the Purpose and Need by expanding the Long Bridge Corridor to four tracks:**
 - **The Preferred Alternative provides additional capacity to meet future demand:**
 - It provides additional capacity by eliminating the existing two-track bottleneck.
 - It accommodates combined commuter, intercity passenger, and freight railroad services into the future and accommodates increased passenger and freight train volumes.
 - It provides more tracks and crossovers to allow trains to pass each other.
 - It provides operators with the ability to expand service and recover from delays.
 - It provides sufficient capacity for freight trains to pass through the Corridor unimpeded by passenger trains during peak passenger train hours.
 - **The Preferred Alternative facilitates continued operations during planned maintenance or unanticipated outages:**
 - It provides more tracks to accommodate operational changes and delays.
 - It provides redundancy in tracks which minimizes the need to stop, reduce, or slow operations during track work.
 - **The Preferred Alternative facilitates access to existing stations, nodes, freight network, and trains:**
 - It provides more tracks which would ease the movement of people and goods and facilitate connections to other parts of the transportation network.
 - It meets the needs of regional, state, and local transportation plans, as well as railroad operator plans that assume the Corridor would continue to serve the movement of people and goods.

Differentiating benefits of the Preferred Alternative, compared to Action Alternative B, include:

- **The Preferred Alternative has fewer environmental impacts:** It results in fewer impacts since it only requires building new bridges parallel to the existing Long Bridge and railroad bridge over the GWMP versus demolishing the existing bridges and building two additional new bridges (the need for new and replacement bridges elsewhere in the Corridor would be the same for both

Action Alternatives). Demolition of the existing bridge and building two new bridges would have more environmental impacts.

- **The Preferred Alternative has lower capital costs:** It is anticipated to cost 30 percent less than the other Action Alternative at approximately \$1.9 billion versus approximately \$2.8 billion.
- **The Preferred Alternative has a shorter construction duration:** It is anticipated to take 5 years to construct compared to 8 years and 3 months for the other Action Alternative.

1.3. Public Outreach and Agency Coordination since Release of the DEIS

The following sections present information on public outreach and agency coordination conducted since the DEIS was released.

1.3.1. Notice of Availability

The EPA published its NOA for the Long Bridge Project DEIS in the Federal Register on Friday, September 13, 2019 which marked the beginning of the 45-day public comment period.⁷ The review and comment period ended on October 28, 2019.

1.3.2. Distribution of DEIS

FRA and DDOT made available the DEIS including all appendices and supporting technical reports to Federal, District, state and local agencies, regional organizations, Federal, state, tribal, and local elected officials, potentially impacted Section 4(f) property officials with jurisdiction, stakeholders, and the general public for review and comment.

The DEIS was posted to the Project website, www.longbridgeproject.com. A notification of DEIS availability with a link to the website posting and a list of document availability locations was sent to the Project mailing list. DDOT and FRA also publicized availability of the DEIS via social media, including Twitter and Facebook. In addition to posting on the Project website, FRA and DDOT made hard copies of the DEIS available for review in the District at the DDOT Library and Southwest Interim Library, and in Arlington County at the Aurora Hills Library.

1.3.3. Public Hearing

On October 22, 2019, FRA and DDOT hosted a public hearing to obtain comments on the DEIS and Section 4(f) Evaluation. The meeting also served as part of concurrent consultation for Section 106 and provided opportunity for public comment on the Draft Programmatic Agreement (PA).

The open house format allowed participants the opportunity to review the informational exhibits covering the following topics:

- NEPA, Section 4(f), and Section 106 processes;
- Project background;
- Action Alternatives;
- Comparison of the Action Alternatives;

⁷ 84 FR 48352. Accessed from <https://www.govinfo.gov/content/pkg/FR-2019-09-13/pdf/2019-19813.pdf>. Accessed December 9, 2019.

- Selection of the Preferred Alternative;
- Railroad bridge design options;
- Potential mitigation for impacts to resources protected under Section 4(f) (bike-pedestrian crossing); and
- Section 106 adverse effects to historic properties and potential resolution of adverse effects.

The informational exhibits consisted of 18 display boards and two roll plots. The two roll plots depicted Action Alternatives A and B and highlighted key environmental impacts. At 4:30 PM and 6:00 PM, DDOT and FRA gave a presentation elaborating on the information included on the boards. The presentation was the same both times.

1.3.4. DEIS Comments Received

Attendees were invited to provide comments in person at the public hearing, by speaking directly to the court reporter, speaking during the public comment session following each presentation, or by submitting written comment cards. Attendees were also encouraged to submit comments via email to info@longbridgeproject.com. Eight attendees spoke during the public comment session and two attendees provided comments directly to the court reporter. Another four attendees submitted written comments on the comment cards provided and using the comment section of the Title VI questionnaire. FRA, DDOT, and DRPT have responded to these comments in the FEIS, along with all comments received via email or U.S. postal mail through October 28, 2019. Common comment categories and responses are included in **Appendix F, Common Comment Categories with Responses**, and the full text of the comments can be found in **Appendix G, Copies of All Public Comments**.

Over 900 comments were received during the public comment period, including two form letters that generated the majority of comments. Comments touched on the following topics (this list is not comprehensive):

- Support for the Preferred Alternative (including 432 form letter comments)
 - Comments related to design, construction, and operation of the Preferred Alternative included:
 - Including electrification as part of the design
 - Dedicating the new bridge solely to passenger rail operations
 - Ensuring safe operations under the Maryland Avenue SW overbuild
 - Designing bridge to accommodate future demand
 - Considering longer shutdowns during construction to shorten overall construction duration
 - Ensuring that the new infrastructure has been designed to be resilient to climate change
 - Designing the new infrastructure to enable higher speeds through the corridor
- Comments related to impacts included:
 - Concern over impacts due to stormwater runoff from the new bridge
 - Impacts to Washington Marina operations due to loss of parking
 - Ensuring consistency with local and Federal land use plans
 - Impacts to parklands
 - Impacts to the transportation network during construction

- Comments related to mitigation included:
 - Painting the existing bridge to mitigate visual impacts
- Support for the bike-pedestrian crossing (including 376 form letter comments)
 - Comments related to the bike-pedestrian crossing included:
 - Connecting the bike-pedestrian crossing across the Washington Channel to destinations in the District
 - Ensuring the bike-pedestrian crossing is designed with sufficient width to accommodate bicyclists and pedestrians comfortably
 - Removing the 90-degree angle at ramps so bicyclists do not have to dismount
 - Ensuring the bike-pedestrian bridge is constructed along with the railroad bridge

1.3.5. Agency Coordination

Following publication of the DEIS, FRA and DDOT continued coordination with Cooperating and Participating agencies to resolve outstanding issues, share information and findings related to permitting or other approvals, and ensure a smooth transition to the next phase of project development. FRA, DDOT, and DRPT met weekly on issues related to DRPT's responsibilities as Project Sponsor during design and construction. Issues addressed included permitting requirements, authorities for transfer of sufficient interests in NPS lands to DRPT for the Long Bridge Project, property owner concerns, and mitigation commitments. As part of these discussions, FRA determined that, given DRPT's role as the Project Sponsor for future phases and DRPT's request to be a joint-lead agency, it was appropriate for DRPT to be made a joint-lead agency. Additional agency coordination included but was not limited to:

- FRA, DDOT, and DRPT met regularly with **NPS** to resolve mitigation needs for impacts to parklands and historic properties.
- FRA coordinated with the **United States Coast Guard (USCG)** regarding navigation clearance requirements and bridge permitting.
- FRA, DDOT, and DRPT coordinated with the **District of Columbia State Historic Preservation Office (DC SHPO), Virginia Department of Historic Resources (VDHR), and National Capital Planning Commission (NCPC)** regarding mitigation for impacts to historic properties.
- FRA, DDOT, and DRPT coordinated with **Arlington County, NPS, and DC SHPO** regarding the Section 4(f) determination for properties for which they serve as Officials with Jurisdiction.
- FRA coordinated with the **United States Army Corps of Engineers (USACE)** regarding its authorities and Section 408 review.
- FRA coordinated with **NCPC** regarding timing and requirements for NCPC review and approval of the Project, including issuance of a ROD.

1.4. DEIS Errata Sheets and Other Changes

Errata sheets are being used for the Long Bridge FEIS in lieu of rewriting the DEIS. This approach is appropriate because the comments received on the DEIS were minor and responses to those comments are limited to factual corrections or clarifications. The DEIS errata sheets are included in this combined FEIS/ROD and are also available on the Project website. **Table 1-3** below provides the errata sheet and the corrected text or clarification.

Table 1-3 | DEIS Errata Sheet

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
01	Chapter 1, Introduction	1-1	10	<p><i>Add new footnote at end of paragraph:</i></p> <p>“Recognizing that in December of 2019, CSX and Commonwealth reached an agreement regarding the railroad right-of-way and infrastructure within the Project Corridor, the EIS does not define or resolve, and is not to be interpreted as bearing on the resolution of:</p> <ul style="list-style-type: none"> • Ownership, maintenance, and governance of any newly constructed tracks; • Amount of compensation owed to property owners whose rights would be impacted by the Project; • Permission to construct the Project, which must be granted by CSXT, the owner of the existing Long Bridge Corridor; • Other permits and permissions necessary to lawfully construct the Project; or • Operating rights of the various operators to use any newly constructed tracks. <p>These issues are not relevant to the analysis of environmental impacts. They will be resolved in future phases of project development and implementation.”</p>
02	Chapter 1, Introduction	1-6	150	<p><i>Add new paragraph:</i></p> <p>While not a Cooperating Agency, the Federal Highway Administration (FHWA) will need to concur with any additional use of air rights over I-395 for railroad bridge(s). FHWA has elected to act as a Participating Agency and has prepared their own Categorical Exclusion (CE) for this action.</p>
03	Chapter 2, Purpose and Need	2-10	259	<p><i>After “East Potomac Park,” add “West Potomac Park”</i></p>
04	Chapter 2, Purpose and Need	2-10	271	<p><i>After “GWMP” add “West Potomac Park.”</i></p>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
05	Chapter 3, Alternatives	3-16	Table 3-8	<p><i>Add row for the Potomac River Tunnel Project with the following information:</i></p> <p>Project: DC Clean Rivers Project, Potomac River Tunnel</p> <p>Location: Potomac River from Georgetown to Joint Base Anacostia-Bolling</p> <p>Description: Construct a tunnel and supporting infrastructure to provide control for seven Combined Sewer Overflow outfalls along the Potomac River.</p> <p>Year Complete: 2030</p> <p>Reference: Potomac River Tunnel Project Website https://www.dewater.com/projects/potomac-river-tunnel-project</p>
06	Chapter 3, Alternatives	3-17	Figure 3-6	<i>Add Potomac River Tunnel to map of No Action Alternative Projects</i>
07	Chapter 3, Alternatives	3-18	261	<p><i>Add text:</i></p> <p>“The No Action Alternative also includes the Potomac River Tunnel Project, which involves construction of a bored tunnel located approximately 75 to 125 feet below the ground surface. The proposed tunnel would pass underneath the 14th Street Bridge Complex in the Local Study Area.”</p>
08	Chapter 3, Alternatives	3-18	262-265	<p><i>Delete sentence:</i></p> <p>“Because no non-transportation projects are within the footprint of the Project, the No Action Alternative includes only transportation projects and maintenance projects necessary to keep the existing bridge and Corridor in service.”</p> <p><i>Add replacement text:</i></p> <p>“With the exception of the Potomac River Tunnel, no non-transportation projects are within the footprint of the Project. Therefore, the No Action Alternative includes primarily transportation projects and maintenance projects necessary to keep the existing bridge and Corridor in service.”</p>
09	Chapter 3, Alternatives	3-30	517	<p><i>Following “available capacity limits” add:</i></p> <p>“CSXT actual freight growth may be greater or less than the assumed volume based on market demands.”</p>
10	Chapter 3, Alternatives	3-36	Figure 3-18	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>
11	Chapter 3, Alternatives	3-38	Figure 3-19	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
12	Chapter 3, Alternatives	3-39	Table 3-10	<i>Hancock Park row revise to read "Access to railroad to transport equipment, materials, and crew."</i>
13	Chapter 3, Alternatives	3-43	Table 3-11	<i>Hancock Park row revise to read "Access to railroad to transport equipment, materials, and crew."</i>
14	Chapter 3, Alternatives	3-45	832	<i>After "GWMP," add "West Potomac Park."</i>
15	Chapter 5, Natural Ecological Systems and Endangered Species	5-10	221	<i>After "(GWMP)," add "West Potomac Park."</i>
16	Chapter 5, Natural Ecological Systems and Endangered Species	5-14	244	<i>After "East Potomac Park" add "and West Potomac Park."</i>
17	Chapter 5, Natural Ecological Systems and Endangered Species	5-14	261	<i>After "GWMP," add "West Potomac Park."</i>
18	Chapter 5, Natural Ecological Systems and Endangered Species	5-12	Figure 5-5	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>
19	Chapter 5, Natural Ecological Systems and Endangered Species	5-16	Figure 5-8	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>
20	Chapter 5, Natural Ecological Systems and Endangered Species	5-16	312	<i>Add the following text: "Construction of Action Alternative A would have minor direct adverse impact on submerged aquatic vegetation (SAV) in the amount of approximately 7,851 square feet associated with the temporary barge pier located along the northern shoreline of the Potomac River just upstream from Long Bridge. Given the length of time the pier would be in place (almost 5 years), it is possible that SAV would not rebound following construction, and therefore this impact is considered permanent."</i>
21	Chapter 5, Natural Ecological Systems and Endangered Species	5-24	461-463	<i>Delete text reading: "Action Alternative A would have minor temporary direct adverse impact on SAV in the amount of approximately 7,851 square feet associated with the temporary</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
				barge pier located along the northern shoreline of the Potomac River just upstream from Long Bridge.”
22	Chapter 6, Water Resources and Water Quality	6-6	159	<i>Change “Eastern Mountains and Piedmont Region” to “Atlantic and Gulf Coastal Plain Region.”</i>
23	Chapter 6, Water Resources and Water Quality	6-22	Figure 6-5	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>
24	Chapter 6, Water Resources and Water Quality	6-23	Figure 6-6	<i>Revise figure to show temporary impacts at Washington Marina commensurate with impacts shown in Figure 1-1, Errata Sheet Exhibit A.</i>
25	Chapter 7, Geologic Resources	7-9	223	<i>After “East Potomac Park,” add “West Potomac Park.”</i>
26	Chapter 9, Transportation and Navigation	9-11	211	<i>Revise “the National Mall and in East Potomac Park” to: “the National Mall, East Potomac Park, and West Potomac Park.”</i>
27	Chapter 9, Transportation and Navigation	9-11	216-217	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
28	Chapter 9, Transportation and Navigation	9-14	246	<i>Revise sentence to read: “Surface parking within East and West Potomac Parks provides 289 public parking spaces.”</i>
29	Chapter 9, Transportation and Navigation	9-14	Table 9-3	<i>Add the following under “Users” for the Washington Marina parking lot: “and monthly permit holders.”</i>
30	Chapter 9, Transportation and Navigation	9-15	280	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
31	Chapter 9, Transportation and Navigation	9-17	313	<i>Add new paragraph starting on Line 313: “Within the Local Study Area, climate change is projected to increase the frequency and intensity of extreme weather events, including heavy rain and</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
				<p>heatwaves. In addition, flooding is expected to become more common.²² The No Action Alternative would not affect the resiliency of railroad infrastructure and service within the corridor. Risks due to climate change would include:</p> <ul style="list-style-type: none"> • Increased risk of heat exposure and heat-related illness to outdoor workers; • Increased risk of buckling along the railroad tracks; • Increased likelihood of soil slumping and slope failure along embankments due to increased precipitation; and • Increased risk of damage and service delays due to fallen trees and debris from high wind, ice storms, and other severe storm events. <p>The No Action Alternative would not experience increased risk of damage or service delays due to flooding, as the railroad bridges and embankments are located above the floodplain, even with anticipated sea level rise.”</p> <p><i>Add new footnote 22:</i> ²²<i>Resilient DC. A Strategy to Thrive in the Face of Change</i>, page 80. Accessed from https://resilient.dc.gov/. Accessed December 12, 2019. <i>Renumber subsequent footnotes.</i></p>
32	Chapter 9, Transportation and Navigation	9-17	325	<p><i>Add new paragraph starting on Line 313:</i> “The resilience of the Action Alternative A railroad infrastructure and service to the effects of climate change would be similar as to the No Action Alternative. However, the replacement of several embankments with retaining walls would reduce the risk of slope failure due to increased precipitation.”</p>
33	Chapter 9, Transportation and Navigation	9-17	330	<p><i>Add new paragraph following Line 330:</i> “The resilience of the Action Alternative B railroad infrastructure and service to the effects of climate change would be the same as for Action Alternative A.”</p>
34	Chapter 9, Transportation and Navigation	9-18	348	<p><i>Add new paragraph starting on Line 348:</i></p>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
				<p>“The No Action Alternative would not affect the resiliency of railroad infrastructure and service within the corridor. Risks due to climate change would include:</p> <ul style="list-style-type: none"> • Increased risk of heat exposure and heat-related illness to outdoor workers; • Increased risk of buckling along the railroad tracks; • Increased likelihood of soil slumping and slope failure along embankments due to increased precipitation; and • Increased risk of damage and service delays due to fallen trees and debris from high wind, ice storms, and other severe storm events. <p>The No Action Alternative would not experience increased risk of damage or service delays due to flooding, as the railroad bridges and embankments are located above the floodplain, even with anticipated sea level rise.”</p>
35	Chapter 9, Transportation and Navigation	9-19	356	<p><i>Add new paragraph starting on Line 356:</i></p> <p>“The resilience of the Action Alternative A railroad infrastructure and service to the effects of climate change would be similar to the No Action Alternative. However, the replacement of several embankments with retaining walls would reduce the risk of slope failure due to increased precipitation.”</p>
36	Chapter 9, Transportation and Navigation	9-19	362	<p><i>Add new paragraph starting on Line 362:</i></p> <p>“The resilience of the Action Alternative B railroad infrastructure and service to the effects of climate change would be the same as Action Alternative A.”</p>
37	Chapter 9, Transportation and Navigation	9-21	434	<p><i>Change “East Potomac Park” to “West Potomac Park.”</i></p>
38	Chapter 9, Transportation and Navigation	9-21	436	<p><i>Change “East Potomac Park” to “West Potomac Park.”</i></p>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
39	Chapter 9, Transportation and Navigation	9-21	438	<i>Change “of approximately 88 spaces” to “of 67 spaces in the lot closest to the railroad corridor.”</i>
40	Chapter 9, Transportation and Navigation	9-23	510	<p><i>Add new sentence following sentence reading “The contractor and operators would schedule interruptions to two-track service to complete track shifts and realignments primarily for nights and weekends and would keep interruptions to a minimum:”</i></p> <p><i>“While scheduling interruptions to two-track service for nights and weekends would minimize disruptions to commuter and passenger rail service, these interruptions would disproportionately impact CSXT’s freight operations, which predominantly occur on nights and weekends to prioritize passenger train traffic during prime commuting hours.”</i></p>
41	Chapter 9, Transportation and Navigation	9-23	510-516	<p><i>Delete text as indicated below:</i></p> <p><i>Outages would be further defined during final design, but it is anticipated that over the duration of the project, there would be seven night outages, one day outage, and three 55-hour weekend outages that would affect maintaining two-track operations. Additional outages may be required; however, they are not 514 anticipated to affect two-track operations. These outages assume work forces will have full on-track time during the outage to complete the work and do not include foul time, which may be needed for adjacent track construction or material transport.</i></p>
42	Chapter 9, Transportation and Navigation	9-25	566	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
43	Chapter 9, Transportation and Navigation	9-28	626	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
44	Chapter 9, Transportation and Navigation	9-29	643	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
45	Chapter 9, Transportation and Navigation	9-32	765-766	<p><i>Delete sentence:</i></p> <p>“The temporary closure of the surface parking at the Washington Marina for approximately 4 years and 1 month would be considered a major impact because it constitutes the entirety of the marina’s parking.”</p> <p><i>Replace with sentence:</i></p> <p>“The temporary closure of a portion of the surface parking at the Washington Marina, combined with the use of periodic flagging for movement of construction equipment and vehicles, would be considered a moderate impact because it would inconvenience marina customers.”</p>
46	Chapter 9, Transportation and Navigation	9-37	937	<p><i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i></p>
47	Chapter 10, Air Quality and Greenhouse Gases	10-2	43	<p><i>Add new footnote 6 after footnote 5:</i></p> <p>⁶40 CFR Part 93 Subpart B and 40 CFR 93.153</p> <p><i>Renumber subsequent footnotes.</i></p>
48	Chapter 10, Air Quality and Greenhouse Gases	10-2	44	<p><i>Add new footnote 7 after text reading “General Conformity determination:”</i></p> <p>⁷40 CFR Part 93 Subpart B and 40 CFR 93.153</p> <p><i>Renumber subsequent footnotes.</i></p>
49	Chapter 10, Air Quality and Greenhouse Gases	10-2	53-54	<p><i>Revise sentence “Arlington County does not have regulations or ordinances that govern air pollutant emissions” to:</i></p> <p>“Arlington County falls within the Washington DC-Maryland (MD)-Virginia (VA) area for EPA designations and therefore is subject to the Virginia laws and regulations as well as the Federal Clean Air Act (CAA).”</p>
50	Chapter 10, Air Quality and Greenhouse Gases	10-4	101	<p><i>Add sentence at the end of the paragraph:</i></p> <p>“The Project is in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS). Therefore, pursuant to the General Conformity rule at 40 CFR Part 93 Subpart B and 40 CFR 93.153, a General Conformity applicability analysis is required.”</p>
51	Chapter 10, Air Quality and Greenhouse Gases	10-5	138-141	<p><i>Replace text reading “The EPA designates the District and Arlington County as nonattainment areas for 8-hour O3 and maintenance areas for CO and PM2.5” with</i></p>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
				<p>"The District and Arlington County are designated as marginal nonattainment for the 2015 8-hour ozone NAAQS. Both are maintenance areas for the 2008 8-hour ozone NAAQS."</p> <p><i>Add new footnote 12:</i></p> <p>¹²United States Environmental Protection Agency, Nonattainment Areas for Criteria Pollutants (Greenbook), https://www.epa.gov/green-book</p> <p><i>Renummer subsequent footnotes</i></p>
52	Chapter 10, Air Quality and Greenhouse Gases	10-9	220	<p><i>Add text at end of paragraph:</i></p> <p>"Implementation of additional passenger and commuter rail service under Action Alternative A would likely result in a shift of travelers from automobiles to rail. However, potential reduction in greenhouse gas (GHG) emissions would be dependent upon variables including fuel mix which are not known at this time."</p>
53	Chapter 10, Air Quality and Greenhouse Gases	10-6	143-150	<p><i>Delete lines 143-150 (Section 10.3.2, Air Quality Index):</i></p> <p><i>"The AQI is a metric for metropolitan areas to report on the daily air quality and associated health effects that may results from air pollution. The EPA calculates the AQI based on five major air pollutants in the CAA: ground-level O3, particle pollution, CO, SO2, and NO2. The primary focus of the AQI is on O3 and PM, as these pose the greatest risk to human health.</i></p> <p><i>The AQI has six categories to determine the level of health concern (Table 10-2). The EPA considers an AQI of less than 100 as generally satisfactory except for particularly sensitive groups. As levels increase, they become unhealthy for all groups."</i></p>
54	Chapter 12, Land Use and Property	12-5	110	<p><i>Add new sentence following "publicly owned land:"</i></p> <p>"The Washington Marina operates from a parcel abutting the railroad corridor between Maine Avenue and the Washington Channel, which is leased from the District of Columbia."</p>
55	Chapter 12, Land Use and Property	12-6	Table 12-1	<p><i>Revise last row to read:</i></p> <ul style="list-style-type: none"> National Mall open space and museums

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
				<ul style="list-style-type: none"> • West Potomac Park (Federal parkland, Tidal Basin, Jefferson Memorial, NPS Parking Lots A, B, and C) • East Potomac Park (Federal parkland, golf course, tennis facility, NPS and United States Park Police, DOD facility, NPS maintenance facility) • Railroad right-of-way and highways (US-1 and I-395)
56	Chapter 12, Land Use and Property	12-8	Table 12-2	<p>Add row to <i>L'Enfant Plaza and Near Southwest – South subsection</i>:</p> <p>Property Description: Maiden Lane</p> <p>Ownership: DDOT</p>
57	Chapter 12, Land Use and Property	12-18	Figure 12-9	<p>Revise figure to show refined temporary impact area at Washington Marina (see Figure 1-1, Errata Sheet Exhibit A).</p>
58	Chapter 12, Land Use and Property	12-20	245	<p>Revise “East Potomac Park” to read “East and West Potomac Parks.”</p>
59	Chapter 12, Land Use and Property	12-20	248-249	<p>Replace sentence “Affected property owned by NPS will require an exchange of land or a transfer of jurisdiction” with:</p> <p>“Affected property owned by NPS will require transfer of sufficient interests in NPS lands to DRPT for the new right-of-way. Potential mechanisms could include an exchange of land in accordance with 54 USC 102901(b) or congressional authorization.”</p>
60	Chapter 12, Land Use and Property	12-20	249-250	<p>Revise text reading: “In addition, airspace approval would be required from FHWA for the new railroad bridge over I-395.”</p> <p>“In addition, airspace approval would be required from DDOT for the new railroad bridge over I-395.”</p>
61	Chapter 12, Land Use and Property	12-20	261	<p>Add new paragraph:</p> <p>“The existing railroad right-of-way is owned by CSXT. Action Alternative A would require CSXT to commit a significant portion of its right-of-way to new tracks and ancillary structures, which would be used primarily for passenger operations. The specific nature of the impacts would be determined during later phases of project development, based on agreements between CSXT, DDOT, and Virginia Department of Rail and Public Transportation (DRPT).</p>

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				On December 19, 2019, the Commonwealth of Virginia and CSXT announced an agreement for Virginia to acquire approximately one-half of the CSXT-owned right-of-way between the District and Richmond, Virginia. The specifics of that agreement will determine the impacts to CSXT-owned right-of-way
62	Chapter 12, Land Use and Property	12-20	264	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
63	Chapter 12, Land Use and Property	12-21	Table 12-3	<i>Revise impact area in East Potomac Park from 2.4 acres to 0.5 acres</i>
64	Chapter 12, Land Use and Property	12-21	Table 12-3	<i>Add row below “East Potomac Park:” Description: West Potomac Park GIS Parcel ID: 03160005 Sub-Area: Monumental Core Impact Area (Acres): 1.4</i>
65	Chapter 12, Land Use and Property	12-21	Table 12-3	<i>In the “Property Description/Ownership” column, revise “Washington Marina” to read: “Washington Marina (leased from the District of Columbia; title held in part by the United States)”</i>
66	Chapter 12, Land Use and Property	12-21	Table 12-3	<i>In the “Property Description/Ownership” column for Parcel 0352 0823, revise “NPS” to read: “NPS (Reservation 198)”</i>
67	Chapter 12, Land Use and Property	12-21	Table 12-3	<i>Add note: “Air rights over DDOT-owned right-of-way (I-395 and Maine Avenue SW) are not considered property impacts and are therefore not included in this table.”</i>
68	Chapter 12, Land Use and Property	12-24	345	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
69	Chapter 12, Land Use and Property	12-24	349-350	<i>Revise sentence, “Within East Potomac Park, construction activities would affect two surface parking areas and two ballfields” to: “Construction activities would affect two surface parking areas in West Potomac Park and one ballfield in East Potomac Park.”</i>
70	Chapter 12, Land Use and Property	12-25	351	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>

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71	Chapter 12, Land Use and Property	12-25	355-356	<i>Revise sentence, “Open space at the south end of Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed)” to: “Privately-owned publicly accessible open space at the northern end of Crystal Drive, south of the entrance to Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed).”</i>
72	Chapter 12, Land Use and Property	12-25	363-364	<i>Revise sentence, “Washington Marina parking lot (major direct adverse impact, as temporary loss of parking would impact the use and operation of the business)” to: “Washington Marina parking lot (moderate direct adverse impact, as temporary closure of a portion of the surface parking lot, combined with the use of periodic flagging for movement of construction equipment and vehicles, would inconvenience marina customers).”</i>
73	Chapter 12, Land Use and Property	12-25	361	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
74	Chapter 12, Land Use and Property	12-25	373	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
75	Chapter 12, Land Use and Property	12-29	399	<i>Change “use of its surface parking” to “use of a portion of its surface parking.”</i>
76	Chapter 12, Land Use and Property	12-29	399-401	<i>Revise sentence, “Without mitigation, this use of the marina’s surface parking area would affect its ability to operate, since many of the marina users access the facility by car” to: This use of the marina’s parking lot would inconvenience marina customers, since many of them access the facility by car.”</i>
77	Chapter 12, Land Use and Property	12-31	439-440	<i>Revise sentence, “Potential mechanisms could include a transfer of jurisdiction or an exchange of land in accordance with 54 USC 102901(b) or other applicable authorities” to: “Potential mechanisms could include an exchange of land in accordance with 54 USC 102901(b), or congressional authorization to transfer sufficient interests in NPS lands to DRPT for the Long Bridge Project.”</i>
78	Chapter 12, Land Use and Property	12-31	441-442	<i>Revise sentence, “If a land exchange is required, DRPT and NPS would identify appropriate properties for the exchange during final design” to:</i>

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				"If a land exchange is pursued, DRPT and NPS would identify appropriate properties for the exchange following completion of the NEPA process."
79	Chapter 12, Land Use and Property	12-29	Table 12-4	<i>Revise impact area for Washington Marina from 0.76 acre to 0.22 acre</i>
80	Chapter 12, Land Use and Property	12-29	393	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
81	Chapter 12, Land Use and Property	12-29	Table 12-4	<i>Revise impact area in East Potomac Park from 4.8 acres to 2.1 acres</i>
82	Chapter 12, Land Use and Property	12-29	Table 12-4	<i>Add row below "East Potomac Park:"</i> Description: West Potomac Park GIS Parcel ID: 03160005 Impact Area (Acres): 1.3
83	Chapter 12, Land Use and Property	12-29	Table 12-4	<i>In the "Property Description/Ownership" column, revise "Washington Marina" to read: "Washington Marina (leased from the District of Columbia)"</i>
84	Chapter 12, Land Use and Property	12-29	Table 12-4	<i>Revise total impact area from 12.3 acres to 11.76</i>
85	Chapter 12, Land Use and Property	12-29	398-399	<i>Revise sentence to read:</i> "Action Alternative A would result in a moderate temporary direct adverse impact to the property Washington Marina leases from the District of Columbia through use of <i>a portion of</i> the surface parking for approximately 4 years and 1 month."
86	Chapter 12, Land Use and Property	12-30	431-432	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
87	Chapter 12, Land Use and Property	12-31	439	<i>Add after "appropriate mechanism:"</i> "that may include an exchange of land or congressional authorization to transfer sufficient interests in NPS lands to DRPT for the Long Bridge Project."
88	Chapter 12, Land Use and Property	12-31	439 - 440	<i>Revise sentence to read:</i> "Other potential mechanisms could include an exchange of land in accordance with 54 USC 102901(b) or congressional authorization to transfer sufficient interests in NPS lands to DRPT for the Long Bridge Project."

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89	Chapter 13, Noise and Vibration	13-4	110	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
90	Chapter 13, Noise and Vibration	13-5	110	<i>Revise “such as the seawall surrounding East Potomac Park and the Jefferson Memorial Ashlar Seawall” to read: “such as the seawall surrounding East and West Potomac Parks, the Washington Marina seawall, and the Jefferson Memorial Ashlar Seawall ...”</i>
91	Chapter 13, Noise and Vibration	13-13	317-318	<i>Revise “East Potomac Park Seawall” to read “seawall surrounding East and West Potomac Parks.”</i>
92	Chapter 13, Noise and Vibration	13-16	403	<i>Change “Since the sensitivity of the Jefferson Memorial Ashlar Seawall to vibration...” to: “Since the sensitivity of the East and West Potomac Parks and Washington Marina Club seawalls to vibration...”</i>
93	Chapter 13, Noise and Vibration	13-7	158	<i>Add text after last sentence: “The train volumes in the No Action Alternative were developed based on recent trends for freight demand to inform the evaluation of the alternatives. Actual train volumes in 2040 could be greater or less than the assumed volume based on market demands.”</i>
94	Chapter 13, Noise and Vibration	13-10	212	<i>Add text after “increase the number of train operations:” “Action Alternative A would also increase the track curvature near the Mandarin Oriental Hotel which could potentially increase the likelihood or intensity of wheel squeal conditions.”</i>
95	Chapter 13, Noise and Vibration	13-13	304	<i>Change text reading “If construction occurred at night...” to: “When construction occurs at night.... ”</i>
96	Chapter 13, Noise and Vibration	13-15	369	<i>Change text reading “By eliminating...” to “By reducing...”</i>
97	Chapter 13, Noise and Vibration	13-15	372	<i>Add text after “the noise conditions:”</i>

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				"As the track design advances, the potential for wheel squeal to occur due to the increased track curvature would be considered and the effectiveness of noise mitigation measures would be evaluated."
98	Chapter 14, Aesthetics and Visual Resources	14-5	126	<i>Change "bisects East Potomac Park" to "crosses East and West Potomac Parks, between which it forms the boundary,"</i>
99	Chapter 14, Aesthetics and Visual Resources	14-7	190	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
100	Chapter 14, Aesthetics and Visual Resources	14-8	214	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
101	Chapter 14, Aesthetics and Visual Resources	14-8	214	<i>Change "A view from East Potomac Park" to "A view from West Potomac Park."</i>
102	Chapter 14, Aesthetics and Visual Resources	14-8	218	<i>After "northwest" add "from East Potomac Park."</i>
103	Chapter 14, Aesthetics and Visual Resources	14-8	230-231	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
104	Chapter 14, Aesthetics and Visual Resources	14-9	249	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
105	Chapter 14, Aesthetics and Visual Resources	14-11	297	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
106	Chapter 14, Aesthetics and Visual Resources	14-11	299	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
107	Chapter 14, Aesthetics and Visual Resources	14-22	412	<i>Change "East Potomac Park" to "West Potomac Park."</i>
108	Chapter 14, Aesthetics and Visual Resources	14-26	Table 14-3	<i>In "Location" column revise "East Potomac Park" to read "East and West Potomac Parks."</i>
109	Chapter 14, Aesthetics and Visual Resources	14-26	Table 14-3	<i>In "Impact Description" column revise "East Potomac Park" to read "East and West Potomac Parks."</i>
110	Chapter 14, Aesthetics and Visual Resources	14-26	488	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
111	Chapter 14, Aesthetics and Visual Resources	14-26	489	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>

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112	Chapter 14, Aesthetics and Visual Resources	14-26	491	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
113	Chapter 14, Aesthetics and Visual Resources	14-27	494	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
114	Chapter 14, Aesthetics and Visual Resources	14-27	526	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
115	Chapter 15, Cultural Resources	15-9	171	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
116	Chapter 15, Cultural Resources	15-9	176	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
117	Chapter 15, Cultural Resources	15-12	208	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
118	Chapter 16, Recreation and Parks	16-4	Table 16-1	<i>In row for East Potomac Park, delete:</i> <ul style="list-style-type: none"> • Thomas Jefferson Memorial • George Mason Memorial • Tidal Basin
119	Chapter 16, Recreation and Parks	16-4	Table 16-1	<i>In row for West Potomac Park, add:</i> <ul style="list-style-type: none"> • Thomas Jefferson Memorial • George Mason Memorial
120	Chapter 16, Recreation and Parks	16-6	Table 16-2	<i>Revise second column from "Acres of Park in Local Study Area" to "Total Park Area (Acres)"</i>
121	Chapter 16, Recreation and Parks	16-6	Table 16-2	<i>Revise impact to East Potomac Park from 2.4 acres to 0.5 acres and revise percent impact from <0.1% to <0.01%</i>
122	Chapter 16, Recreation and Parks	16-6	Table 16-2	<i>Add row:</i> Name: West Potomac Park Total Park Acres: 400 Acres of Direct Permanent Impact: 1.4 Percent Direct Permanent Impact: <0.01%
123	Chapter 16, Recreation and Parks	16-8	Figure 16-3	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>

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124	Chapter 16, Recreation and Parks	16-9	Figure 16-4	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
125	Chapter 16, Recreation and Parks	16-10	109	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
126	Chapter 16, Recreation and Parks	16-10	110	<i>Change "park" to "parks."</i>
127	Chapter 16, Recreation and Parks	16-10	130	<i>Change "East Potomac Park" to "West Potomac Park."</i>
128	Chapter 16, Recreation and Parks	16-11	145	<i>Change "East Potomac Park" to "West Potomac Park."</i>
129	Chapter 16, Recreation and Parks	16-12	Table 16-3	<i>Revise impact to East Potomac Park from 4.7 acres to 2.1 acres and revise percent impact from <1.4% to <0.01%</i>
130	Chapter 16, Recreation and Parks	16-12	Table 16-3	Add row: Name: West Potomac Park Total Park Acres: 400 Acres of Temporary Impact from Action Alternative A: 1.3 Percent Temporary Impact: <0.01%
131	Chapter 16, Recreation and Parks	16-12	189	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
132	Chapter 16, Recreation and Parks	16-13	208	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
133	Chapter 16, Recreation and Parks	16-13	209	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
134	Chapter 16, Recreation and Parks	16-13	233	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
135	Chapter 16, Recreation and Parks	16-13	235	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
136	Chapter 16, Recreation and Parks	16-15	244	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
137	Chapter 16, Recreation and Parks	16-13	262	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>

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138	Chapter 17, Social and Economic Resources	17-10	220	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
139	Chapter 17, Social and Economic Resources	17-12	300	<p><i>Delete sentence reading: "Washington Marina, located adjacent to the existing tracks and Maine Avenue SW, would permanently lose approximately one-third of the approximately 88 existing spaces."</i></p> <p><i>Replace with following text:</i></p> <p>"Washington Marina, located adjacent to the existing tracks and Maine Avenue SW, has operated a marina at this location since 1951. In addition to private boat slip rentals, the marina rents dock space to three commercial riverboat companies. The marina would permanently lose approximately one-third of the 67 existing spaces in the lot adjacent to the railroad corridor."</p>
140	Chapter 17, Social and Economic Resources	17-12	301	<p><i>Add sentence after "approximately 88 parking spaces:"</i></p> <p>"In addition to servicing recreational and commercial slip customers, the marina has stated that they lease spaces for monthly parking to nearby office workers. The loss of these spaces would result in a loss of revenue to the marina."</p>
141	Chapter 17, Social and Economic Resources	17-13	307	<i>Change "East Potomac Park" to "West Potomac Park."</i>
142	Chapter 17, Social and Economic Resources	17-13	318	<i>Change "East Potomac Park" to "West Potomac Park."</i>
143	Chapter 17, Social and Economic Resources	17-14	345	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
144	Chapter 17, Social and Economic Resources	17-16	421	<i>Change "East Potomac Park" to "West Potomac Park."</i>
145	Chapter 17, Social and Economic Resources	17-16	422-423	<p><i>Revise sentence to read:</i></p> <p>"This would include temporary closure of <i>a portion</i> of the surface parking at the Washington Marina."</p>
146	Chapter 17, Social and Economic Resources	17-16	433	<p><i>Add text after "loss of patrons:"</i></p> <p>"Without mitigation, these impacts would constitute a moderate permanent impact to marina operations."</p>

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147	Chapter 19, Public Health, the Elderly, and Persons with Disabilities	19-7	178	<p><i>Add paragraph after line 178:</i></p> <p>As it relates to public health, construction noise can increase the risk of noise-induced hearing loss (NIHL) due to long-term exposure to elevated noise. According to Occupational Safety and Health Administration (OSHA), there is an increased risk of NIHL when exposed to a time-weighted average (TWA) noise exposure of 85 A-weighted decibels (dBA) or greater over 8 hours. Long-term noise exposure at these levels can generally only occur for construction equipment operations and other workers on the project site. Above these noise thresholds, OSHA requires an employer to institute a hearing conservation program where they would annually test employees, monitor sound, and require hearing protection or other engineering noise controls. Appropriate noise controls already exist for constructions workers regardless of the specific project they are working on and the general public would not be allowed within the project site.</p> <p>Daytime noise levels could reach 92 dBA at the NAMA headquarters. However, with windows closed, interior noise levels are typically 20-30 dBA less than noise outside. Therefore, noise levels would be well below OSHA noise limits. With open windows, noise levels inside would be 10 dBA quieter than open air noise levels and also below OSHA limits. Therefore, there would be no potential noise effects on public health due to the Action Alternatives.</p>
148	Chapter 20, Environmental Justice	20-11	231	<i>Change “approximately 2.4 acres in East Potomac Park” to “approximately 1.9 acres in East and West Potomac Parks.”</i>
149	Chapter 20, Environmental Justice	20-12	241	<i>Change “approximately 0.3 additional acres of East Potomac Park” to “approximately 0.1 additional acres of West Potomac Park.”</i>
150	Chapter 20, Environmental Justice	20-13	300	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
151	Chapter 21, Cumulative Impacts	21-9	190	<i>Change “four park resources” to “five park resources.”</i>
152	Chapter 21, Cumulative Impacts	21-9	214	<p><i>Add bullet:</i></p> <ul style="list-style-type: none"> • West Potomac Park: No other past, present, or reasonably foreseeable actions were identified that would result in impacts to West Potomac

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				Park. Therefore, there would be no cumulative impacts on West Potomac Park.
153	Chapter 21, Cumulative Impacts	21-24	712	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
154	Chapter 21, Cumulative Impacts	21-25	733	<i>Change "East Potomac Park" to "West Potomac Park."</i>
155	Chapter 22, Bike-Pedestrian Crossing	22-1	18	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
156	Chapter 22, Bike-Pedestrian Crossing	22-3	88	<i>Change "East Potomac Park" to "West Potomac Park."</i>
157	Chapter 22, Bike-Pedestrian Crossing	22-4	108	<i>Change "East Potomac Park" to "West Potomac Park."</i>
158	Chapter 22, Bike-Pedestrian Crossing	22-10	258	<i>Change "East Potomac Park" to "West Potomac Park."</i>
159	Chapter 22, Bike-Pedestrian Crossing	22-11	292	<i>Change "East Potomac Park" to "West Potomac Park."</i>
160	Chapter 22, Bike-Pedestrian Crossing	22-11	298	<i>Change "East Potomac Park" to "West Potomac Park."</i>
161	Chapter 22, Bike-Pedestrian Crossing	22-12	322	<i>Change "East Potomac Park" to "West Potomac Park."</i>
162	Chapter 22, Bike-Pedestrian Crossing	22-19	549	<i>Change "East Potomac Park" to "West Potomac Park."</i>
163	Chapter 22, Bike-Pedestrian Crossing	22-24	648	<i>Change "East Potomac Park" to "West Potomac Park."</i>
164	Chapter 22, Bike-Pedestrian Crossing	22-32	953	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
165	Chapter 22, Bike-Pedestrian Crossing	22-33	975	<i>Revise "East Potomac Park" to read "East and West Potomac Parks."</i>
166	Chapter 22, Bike-Pedestrian Crossing	22-33	984	<i>Change "East Potomac Park" to "West Potomac Park."</i>

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167	Chapter 22, Bike-Pedestrian Crossing	22-38	1177	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
168	Chapter 22, Bike-Pedestrian Crossing	22-39	Table 22-2	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
169	Chapter 22, Bike-Pedestrian Crossing	22-39	Table 22-2	<i>Change “Acres with Action Alternative A” from 2.71 acres to 1.71 acres Change “Acres with Action Alternative B” from 2.81 acres to 1.81 acres”</i>
170	Chapter 22, Bike-Pedestrian Crossing	22-39	1192-1193	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
171	Chapter 22, Bike-Pedestrian Crossing	22-39	1205	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
172	Chapter 22, Bike-Pedestrian Crossing	22-40	1238-1239	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
173	Chapter 22, Bike-Pedestrian Crossing	22-43	1322	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
174	Chapter 22, Bike-Pedestrian Crossing	22-43	1332	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
175	Chapter 22, Bike-Pedestrian Crossing	22-43	1334	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
176	Chapter 22, Bike-Pedestrian Crossing	22-43	1338	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
177	Chapter 22, Bike-Pedestrian Crossing	22-43	1352	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
178	Chapter 22, Bike-Pedestrian Crossing	22-44	1366	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
179	Chapter 22, Bike-Pedestrian Crossing	22-44	1389	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
180	Chapter 22, Bike-Pedestrian Crossing	22-46	1458-1459	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
181	Chapter 22, Bike-Pedestrian Crossing	22-49	1499	<i>Change “East Potomac Park” to “West Potomac Park.”</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
182	Chapter 22, Bike-Pedestrian Crossing	22-49	1510	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
183	Chapter 22, Bike-Pedestrian Crossing	22-49	1527	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
184	Chapter 22, Bike-Pedestrian Crossing	22-49	1538	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
185	Chapter 22, Bike-Pedestrian Crossing	22-50	1566	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
186	Chapter 22, Bike-Pedestrian Crossing	22-50	1568-1569	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
187	Chapter 22, Bike-Pedestrian Crossing	22-51	1580	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
188	Chapter 22, Bike-Pedestrian Crossing	22-56	1760	<i>Revise “East Potomac Park” to read “East and West Potomac Parks.”</i>
189	Appendix B4, Structures Study Report, Table of Contents	ii	n/a	<i>The text states that 7.1, Bike-Pedestrian Crossing and 7.2, Future Electrification on Bridge can be found on Page 28. Revise to state that sections can be found on Page 27.</i>
190	Appendix B5, Maryland Avenue SW to L’Enfant Interlocking Clearance Assessment	n/a	n/a	<i>Add Exhibit B (see Figure 1-1) before Table of Contents.</i>
191	Appendix D3, Environmental Consequences Report	10-32	n/a	<i>Revise text reading “This table shows that mitigation would reduce noise” to “This table shows that mitigation is estimated to reduce noise”</i>
192	Appendix E3, Section 106 Assessment of Effects Report	13	n/a	<i>First bullet, revise “East Potomac Park” to “East and West Potomac Parks.”</i>
193	Appendix E3, Section 106 Assessment of Effects Report	25	Table 4-1	<i>Line J, change “East Potomac Park” to “West Potomac Park.”</i>

ID	Chapter	Page #	Line #	FEIS Corrected Text/Clarification
194	Appendix E3, Section 106 Assessment of Effects Report	36	Figure 4-9	<i>Change “East Potomac Park” to “West Potomac Park.”</i>
195	Appendix E3, Section 106 Assessment of Effects Report	47	Table 4-2	<i>For “East and West Potomac Parks” entry, third line under “Physical Effects,” change “East Potomac Park” to “East and West Potomac Parks.”</i>
196	Appendix E3, Section 106 Assessment of Effects Report	47	Table 4-2	<i>For “East and West Potomac Parks” entry, eighth line under “Physical Effects,” change “East Potomac Park” to “East and West Potomac Parks.”</i>
197	Appendix E3, Section 106 Assessment of Effects Report	47	Table 4-2	<i>For “East and West Potomac Parks” entry, ninth line under “Visual Effects,” change “East Potomac Park” to “East and West Potomac Parks.”</i>
198	Appendix E3, Section 106 Assessment of Effects Report	48	Table 4-2	<i>For “East and West Potomac Parks” entry, first line under “Noise and Vibration,” change “East Potomac Park” to “East and West Potomac Parks.”</i>
199	Appendix E3, Section 106 Assessment of Effects Report	60	Table 4-3	<i>For “East and West Potomac Parks” entry, second line, change “East Potomac Park” to “East and West Potomac Parks.”</i>
200	Appendix E3, Section 106 Assessment of Effects Report	61	Table 4-4	<i>For “National Mall” entry, second line, change “East Potomac Park” to “West Potomac Park.”</i>
201	Appendix E3, Section 106 Assessment of Effects Report	62	Table 4-4	<i>For “East and West Potomac Parks” entry, second line, change “East Potomac Park” to “East and West Potomac Parks.”</i>
201	Appendix E3, Section 106 Assessment of Effects Report	62	Table 4-4	<i>For “East and West Potomac Parks” entry, second to last line, change “the East Potomac Park” to “East and West Potomac Parks.”</i>

Figure 1-1 | Errata Sheet Exhibit A – Revised Temporary Impacts at Washington Marina

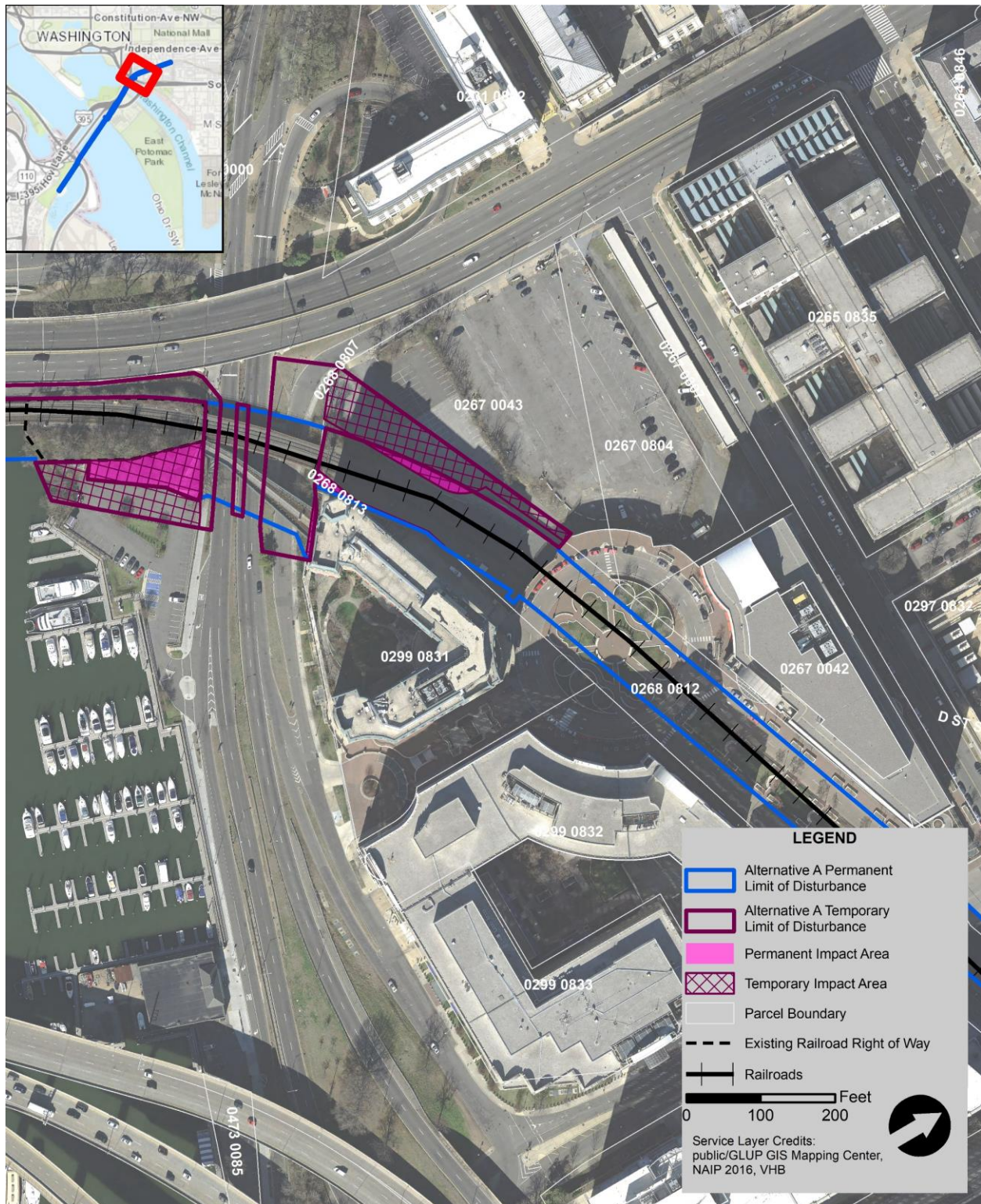
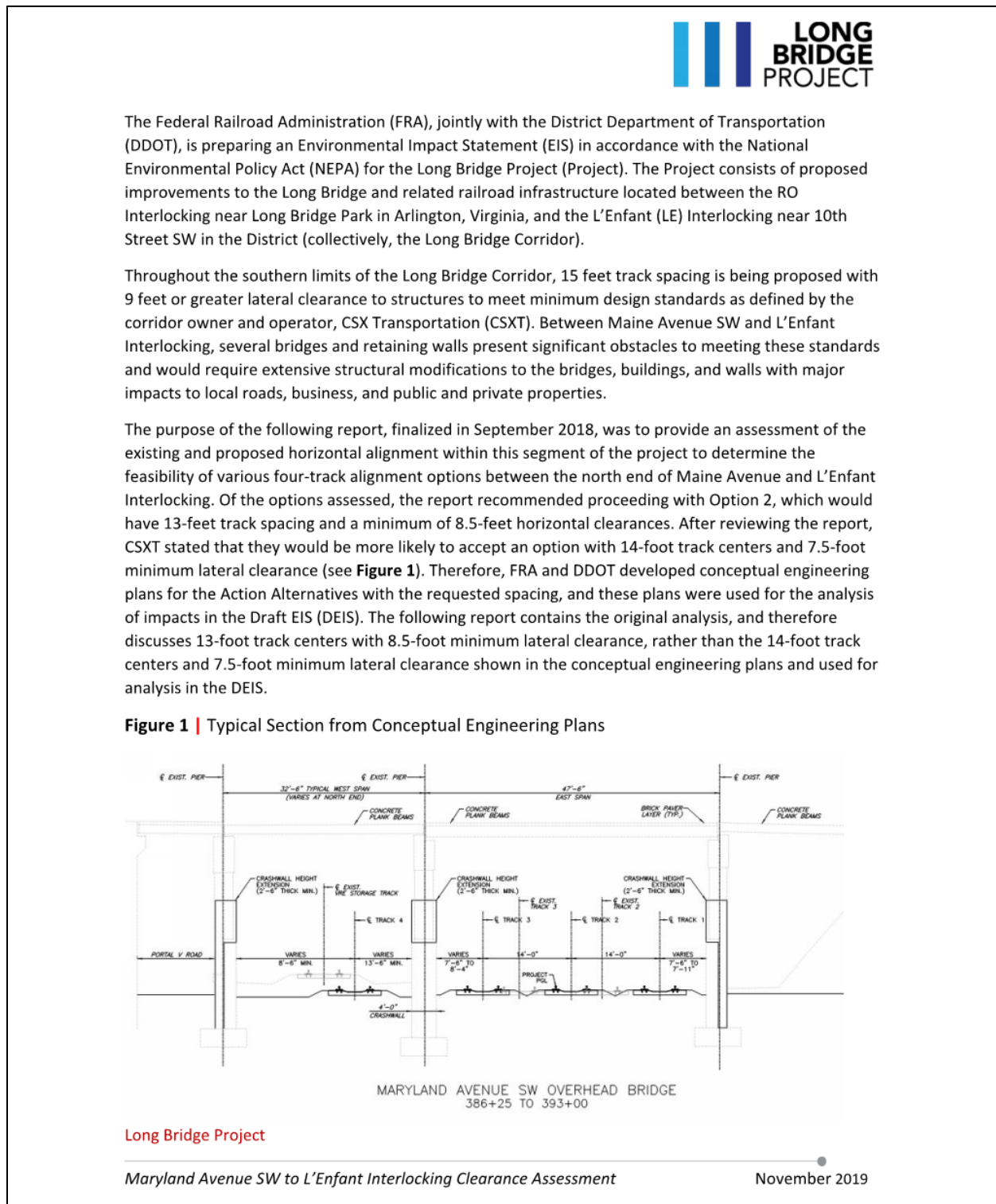


Figure 1-2 | Errata Sheet Exhibit B – Information Sheet for Maryland Avenue SW to L’Enfant Interlocking Clearance Assessment (see DEIS Appendix B5)



Long Bridge Project

Record of Decision

Prepared By:

United States Department of Transportation – Federal Railroad Administration

With Cooperating Agencies:

National Park Service, Federal Transit Administration,
National Capital Planning Commission, United States Army Corps of Engineers – Baltimore
District, United States Coast Guard, Virginia Railway Express

Submitted Pursuant To:

National Environmental Policy Act of 1969 (42 USC 4321) and the Council on Environmental
Quality Implementing Regulations for NEPA (40 CFR 1500-1508); Federal Railroad
Administration Procedures for Considering Environmental Impacts (64 FR 28545); Efficient
Environmental Reviews for Project Decisionmaking (23 USC 139); Section 4(f) of the United
States Department of Transportation Act of 1966 (49 USC 303); Section 106 of the National
Historic Preservation Act of 1966 (36 CFR 800);
the Clean Air Act of 1970 (42 USC 7401); the Clean Water Act of 1972 (33 USC 1251); the Coastal
Zone Management Act of 1972 (16 USC 1451); and the Endangered Species Act of 1973 (50 CFR
17).



Paul Nissenbaum
Associate Administrator for Railroad Policy and Development
Federal Railroad Administration

08/12/2020

Date of Approval



Lisa Mendelson-Lelmini, Acting Area Director
Region 1: National Capital Area
National Park Service

08/18/2020

Date of Approval

2.0 Record of Decision

2.1. FRA Decision

The FRA has determined, pursuant to the CEQ's regulations implementing NEPA⁸ and the FRA *Procedures for Considering Environmental Impacts*,⁹ that the requirements of NEPA have been satisfied for the Long Bridge Project (the Project). This ROD memorializes FRA's reviews and approval of the Preferred Alternative and the bike-pedestrian crossing described in **Section 2.3.8, Selected Alternative** of this ROD and **Section 1.0, Final Environmental Impact Statement (FEIS)**. FRA has also completed its Section 4(f) Determination in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 and its implementing regulation.¹⁰ The Section 4(f) Determination is provided in **FEIS Appendix A, Final Section 4(f) Evaluation**.

DDOT, as the recipient of the Transportation Investment Generating Economic Recovery (TIGER) grant funding the NEPA process, served as the joint lead agency with FRA in conducting the environmental review process.

DRPT served as a Cooperating Agency during the DEIS. Because they will serve as the Project Sponsor for final design and construction, DRPT became a joint lead agency during preparation of the FEIS/ROD. As Project Sponsor, DRPT will be responsible for designing and constructing the Project as presented in this ROD. It is anticipated that the Project will become the responsibility of the new Virginia Passenger Rail Authority, which formed on July 1, 2020, once that body has the staff capable of administering the Project. Should there be a change in Project sponsorship, the new Project Sponsor will assume DRPT's responsibilities and commitments as explained in this combined FEIS/ROD.

Cooperating Agencies are listed below. Their actions related to the Project are described in Section 1.4.2 of the DEIS, Cooperating Agencies (see the DEIS online at <http://longbridgeproject.com/deis/>).

- NPS
- National Capital Planning Commission (NCPC)
- United States Coast Guard (USCG)
- United States Army Corps of Engineers (USACE) – Baltimore District and Norfolk District
- FTA
- Virginia Railway Express (VRE)

FRA is required to identify the environmentally preferable alternative in its ROD.¹¹ CEQ's "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations" describes the environmentally preferable alternative as "the alternative that will promote the national environmental

⁸ 40 CFR 1500-1508

⁹ 64 FR 28545 (1999)

¹⁰ 23 CFR 774

¹¹ 40 CFR 1505.2(b)

policy as expressed in NEPA's Section 101."¹² FRA made its determination by considering each alternative's impacts against the national environmental policy goals listed in Section 101:

- Fulfilling the responsibilities of each generation as trustee of the environment for succeeding generations;
- Assuring for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings;
- Attaining the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences;
- Preserving important historic, cultural and natural aspects of our national heritage and maintaining, wherever possible, an environment that supports diversity and variety of individual choice;
- Achieving a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities; and
- Enhancing the quality of renewable resources and approaching the maximum attainable recycling of depletable resources.¹³

FRA weighed and balanced the environmental effects associated with the Action Alternatives as well as those associated with the No Action Alternative. Considering these factors, FRA determined that the adverse environmental impacts associated with the Selected Alternative are less substantial than the impacts associated with Action Alternative B and the No Action Alternative. Although the No Action Alternative would have fewer near-term impacts to the physical environment, including historic, cultural, or natural resources, than the Selected Alternative, the Selected Alternative would have substantial beneficial impacts on transportation when compared to the No Action Alternative that outweigh the physical impacts of constructing the Selected Alternative. Action Alternative B would have greater impacts than the Selected Alternative but with similar benefits; therefore, its greater adverse impacts would not be outweighed by its beneficial impacts when compared to the Selected Alternative.

Specifically, the Selected Alternative would provide additional capacity to meet future demand, facilitates continued operations during planned maintenance or unanticipated outages, and facilitates access to existing stations, nodes, freight network, and trains. In doing this, the Selected Alternative would accommodate additional rail service and enable railroad operators to provide an attractive alternative to automobile traffic in the congested I-95 corridor. These benefits promote fulfilling the responsibilities of each generation as trustee of the environment for succeeding generations and achieving a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities by enhancing sustainable travel options.

¹² Council on Environmental Quality, "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations," March 23, 1981, amended 1986 (46 FR 18026). Accessed from <https://www.energy.gov/sites/prod/files/2018/06/f53/G-CEQ-40Questions.pdf>. Accessed June 4, 2020/.

¹³ 42 USC 4331(b).

2.2. NPS Decision

After consultation with FRA, DDOT, and DRPT, review of the FEIS and other NEPA documentation, NPS, in accordance with 43 CFR 46.120, is adopting the Long Bridge Project EIS and stating its intent, when an appropriate legal mechanism is identified for permanent use of the affected Federal park property for the Project, to allow use and occupancy of park lands, including the George Washington Memorial Parkway (GWMP), East Potomac Park, West Potomac Park, and Hancock Park, and allow use of the bed of the Potomac River, including related waterbodies, as described in this ROD. The EIS fulfills the requirements of NEPA and applicable regulations, and meets the policies set forth in NPS Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and the NPS NEPA Handbook.

The Project Sponsor for final design and construction has requested the right and/or permission to use NPS land for the Project and submitted preliminary plans to construct and operate a new railroad bridge over the Potomac River upstream of the existing Long Bridge. The Project includes construction of a new two-track railroad bridge over the GWMP and demolition of the existing railroad bridge over the Washington Channel, to be replaced by a new four-track bridge. In addition, Project mitigation for impacts to properties protected under Section 4(f) includes construction of a new bike-pedestrian crossing. The Project would require NPS to issue a special use permit for the temporary use of land under its administration for construction staging, to issue a riverbed permit, and when an appropriate legal mechanism is identified for permanent use of the affected Federal park property for the Project, to undertake the disposal or exchange of property to transfer sufficient interests in NPS lands to DRPT for the Long Bridge Project. Construction would require temporary staging areas within the GWMP, West Potomac Park, East Potomac Park, Hancock Park, and in the Potomac River and Washington Channel as depicted in the DEIS in **Chapter 3.0, Alternatives**. As part of this decision, the United States will, through a mechanism to be identified after the conclusion of the NEPA process, transfer or dispose of lands, or interests therein, of affected parklands, including in the GWMP (approximately 1.1 acres), East Potomac Park (approximately 0.5 acres), and West Potomac Park (approximately 1.7 acres) for construction and operation of the new railroad bridge over the Potomac River and associated infrastructure, and for construction and operation of the bike-pedestrian crossing.

NPS has prepared and approved a Statement of Findings for Impacts to Wetlands (**Appendix H**) that documents the wetlands that will be temporarily and permanently impacted and describes how those impacts will be mitigated. NPS also concurs with the findings and the mitigation specified in the Programmatic Agreement (PA) executed to conclude the National Historic Preservation Act of 1966 Section 106 consultation process (**Appendix B**). NPS will issue permits to access the required areas consistent with applicable authorities. NPS has executed a Mitigation Agreement with DRPT (**Appendix C**), documenting the terms by which DRPT will provide compensatory mitigation and mitigate certain impacts to and around NPS property from construction and implementation of the Project.

The Project will use land within the GWMP, bed of the Potomac River, East Potomac Park, West Potomac Park, and Hancock Park for the Preferred Alternative and bike-pedestrian crossing as identified in the FEIS (see **Section 1.0, FEIS**). DRPT, in consultation with NPS and FRA, identified and committed to implementing specific minimization and mitigation measures to reduce the impact of the Preferred Alternative on the visual, cultural, natural, and operational aspects of NPS-administered properties. These mitigation measures are outlined in **Section 2.4, Measures to Minimize Harm**. NPS's applicable

approvals for the Project are provided with the understanding that DRPT will implement the commitments contained in this ROD (see **Section 2.4, Measures to Minimize Harm**), the PA (**Appendix B**), the NPS Statement of Findings for Wetlands and Floodplains (**Appendix H**), and the DRPT-NPS Mitigation Agreement (**Appendix C**) that relate to the Project's impacts on NPS-administered properties.

NPS is required to identify the environmentally preferable alternative in its NEPA documents. According to the Department of the Interior (DOI) regulations implementing NEPA (43 CFR 46.30), the environmentally preferable alternative is the alternative "that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historical, cultural, and natural resources." The environmental impacts of all the alternatives identified in the EIS are summarized in **Table 1-1**. While the Selected Alternative does have benefits described in **Section 2.3, Basis of Decision**, it does not meet the DOI definition of environmentally preferable. The Selected Alternative will introduce a new element into NPS-administered properties that will have short- and long-term impacts to the natural and cultural resources of the GWMP, bed of the Potomac River, and East and West Potomac Parks. NPS's environmentally preferable alternative is the No Action Alternative, which is the only alternative that avoids such impacts.

2.3. Basis of Decision

The documents considered in making this decision include the September 2019 Draft Environmental Impact Statement (available online at <http://longbridgeproject.com/deis/>), the FEIS (see **Section 1.0, FEIS**), the Final Section 4(f) Evaluation (**FEIS Appendix A**), the Section 106 Programmatic Agreement (PA) (**Appendix B**), the DRPT-NPS Mitigation Agreement (**Appendix C**), agency, operator, and organization comments received on the DEIS (**FEIS Appendix F**), public comments received on the DEIS (**FEIS Appendix G**), the NPS Statement of Findings for Wetlands (**Appendix H**), and the NPS Non-Impairment Determination (**Appendix J**) as well as technical memoranda, correspondence, and other supporting documents.

2.3.1. Planning Process

In 2011, DDOT received a High-Speed Intercity Passenger Rail grant from FRA to complete a two-phase feasibility and planning study of the rehabilitation or replacement of Long Bridge. The Phase I study, completed in 2015, considered concepts to address the deficiencies of the Long Bridge Corridor. The Phase I study did not make recommendations related to specific concepts. Therefore, the concepts identified in the Phase I study were carried over to the Phase II study. Phase II of the Long Bridge Study commenced in Fall 2015 and included development of a long-range service plan based on future demand in the Corridor, further refinement of engineering concepts, and development of draft evaluation criteria to identify and screen concepts carried forward for analysis in the EIS process. The Long Bridge Project, including a new railroad crossing with two tracks and bike-pedestrian access, is included in the 2020 Amendment to Visualize 2045, the Long-Range Transportation Plan for the National Capital Region.

In addition to the plans described above, a series of NCPC plans for the Local Study Area—starting with *Extending the Legacy* and the *Monumental Core Framework Plan* and elaborated in later plans such as the *Federal Elements of the Comprehensive Plan of the National Capital* and the *Southwest Ecodistrict Plan*—have recommended the expansion of the adjacent CSXT right-of-way capacity from two to four

tracks, the reestablishment of Maryland Avenue SW as a grand boulevard, and reconnecting the surrounding street grid.

2.3.2. NEPA Process

In 2016, FRA awarded DDOT a TIGER grant for Phase III of the Long Bridge Project, which includes the NEPA process. The grant funded the development of the EIS, Section 4(f) Evaluation, and ROD, including conceptual and preliminary engineering to support the analysis of alternatives, analysis of environmental impacts, and identification of a Preferred Alternative. See **Table 2-1** below for a timeline of key milestones during the NEPA process.

Table 2-1 | Long Bridge Project NEPA Process Milestones

Date	Milestone
August 26, 2016	FRA and DDOT initiated the NEPA process with publication of the NOI in the <i>Federal Register</i>
September 14, 2016	FRA and DDOT held public and agency Scoping meetings
October 14, 2016	Scoping comment period ended
Fall 2016 – Spring 2017	FRA and DDOT screened preliminary concepts
May 16, 2017	FRA and DDOT held public and agency meetings to present results of the Level 1 Concept Screening
Spring 2017 – Winter 2018	FRA and DDOT screened detailed concepts
December 14, 2017	FRA and DDOT held public and agency meetings to present the alternatives for evaluation in the DEIS
Spring 2018 – Summer 2019	FRA and DDOT analyzed impacts of the alternatives
November 29, 2018	FRA and DDOT held public and agency meetings to present the Preferred Alternative
Winter 2019	Cooperating Agencies reviewed the Administrative DEIS and provided comments
Fall 2019	Public review, hearing, and official comment period on the DEIS
Winter 2020	Cooperating Agencies reviewed the Administrative FEIS and ROD
Spring 2020	DRPT named joint-lead agency
Summer 2020	FRA, DDOT, and DRPT published the FEIS and ROD with NPS

FRA and DDOT initiated the formal NEPA process for the Long Bridge Project with publication of the Notice of Intent (NOI) in the *Federal Register* on August 26, 2016. The NOI announced FRA and DDOT's intent to prepare an EIS, provided background information on the Project, presented the draft Purpose and Need Statement, explained the alternatives development process, and provided an initial list of environmental resources to be analyzed. The NOI also announced the Public Scoping Meeting and invited the public and other interested parties to submit early coordination comments through September 26, 2016. FRA subsequently extended the 30-day Scoping period to October 14, 2016, in response to a public request to have 30 days to review the materials presented at the public meeting on September 14, 2016. FRA published an extension notice in the *Federal Register* on October 11, 2016.

Public and agency coordination are integral aspects of the NEPA process. FRA and DDOT coordinated with Cooperating Agencies that have jurisdiction by law or with other special expertise related to the Project. These agencies included NPS, FTA, NCPC, USCG, USACE, DRPT, and VRE. They also coordinated with Participating Agencies throughout the NOI, scoping, and Interagency Coordination Meetings. FRA

and DDOT conducted regular outreach with the Cooperating and Participating Agencies throughout the Project, notifying them of important events and requesting agency review of key technical documents.

FRA and DDOT provided information to the public early and continued to solicit public feedback throughout the NEPA process. They encouraged an open discussion of Project details and issues and provided opportunities for comments and questions. FRA and DDOT have engaged the public using specific public meetings to present information and solicit comments at Project milestones. These milestones include Scoping on September 14, 2016, alternatives development on December 14, 2017, and selection of the Preferred Alternative on November 29, 2018.

2.3.3. Purpose and Need

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

2.3.4. Alternatives Considered

The CEQ regulations implementing NEPA require that Federal agencies “use the NEPA process to identify and assess the reasonable alternatives to proposed actions that would avoid or minimize adverse effects of these actions upon the quality of the human environment.”¹⁴ The regulations call for an EIS to “rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.”¹⁵

2.3.5. No Action Alternative

The No Action Alternative represents the conditions that would exist, if the Project is not implemented, in the Project planning year of 2040. The No Action Alternative does not meet the Long Bridge Project’s Purpose and Need and serves as comparison against the potential impacts of the Action Alternatives. The No Action Alternative includes the existing multimodal transportation network, plus all proposed transportation projects within 0.25 miles of the existing Long Bridge Corridor planned for completion by 2040. The No Action Alternative also includes the Potomac River Tunnel Project, as that project will run a new tunnel crossing underneath the existing Long Bridge. The projects included in the No Action Alternative all have independent utility from the Long Bridge Project.

¹⁴ 40 CFR 1500.2

¹⁵ 40 CFR 1502.14(a)

2.3.6. Action Alternatives

Two Action Alternatives were considered in the DEIS, Action Alternative A (the Preferred Alternative), and Action Alternative B (**Figures 2-1 and 2-2**; see **DEIS Chapter 3, Alternatives, Figures 3-7 through 3-14** for more detailed figures). Action Alternative A would construct new two-track railroad bridges over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking in Arlington, Virginia through L'Enfant (LE) Interlocking in the District.¹⁶ This alternative would retain the existing Long Bridge over the Potomac River and the railroad bridge over the GWMP.

At the southern end of the Project, Action Alternative A would add two tracks to the existing Corridor and tie into the four tracks at RO Interlocking proposed by the concurrent DC to Richmond Southeast High Speed Rail (DC2RVA) project. This alternative would construct a new two-track railroad bridge over the GWMP while retaining the existing bridge. The new two-track bridge crossing would continue over the MVT, Potomac River, and Ohio Drive SW. After crossing the Potomac River and Ohio Drive SW, the Corridor would continue through East and West Potomac Parks, crossing over the portal to the Metrorail Yellow Line tunnel with a new two-track bridge. After crossing the Metrorail Portal, Action Alternative A would continue with four tracks across East and West Potomac Parks, the Washington Channel, and Maine Avenue SW. The four tracks would continue underneath Maryland Avenue SW. From Maryland Ave SW, the tracks would travel along the existing Corridor underneath 12th Street SW and the 12th Street Expressway. Near L'Enfant Plaza SW the tracks would tie into the four tracks proposed at LE Interlocking in a separate project by VRE. Throughout the Corridor, Action Alternative A would construct and reconstruct related infrastructure like retaining walls and embankments and regrade and realign the existing tracks as necessary.

Similar to Action Alternative A, Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges. In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A.

2.3.1. Bike-Pedestrian Crossing

While a bike-pedestrian crossing is not necessary to meet the Purpose and Need for the Long Bridge Project, FRA and DDOT began considering the potential opportunity to accommodate connections to the pedestrian and bicycle network that follow the trajectory of the Long Bridge Corridor during the pre-NEPA Phase I and II Studies. During the NEPA process, the public submitted comments requesting inclusion of a bike-pedestrian crossing. Exploration of a potential crossing continued throughout the NEPA process for the Project.

¹⁶ An interlocking is a segment of railroad infrastructure comprised of track, turnouts, and signals linked (interlocked) in a way that allows trains to safely move from one track to another, or across tracks, preventing conflicting train movements. Note that the proper name of RO Interlocking is "RO." It is not an acronym.

Figure 2-1 | Corridor View: Action Alternative A

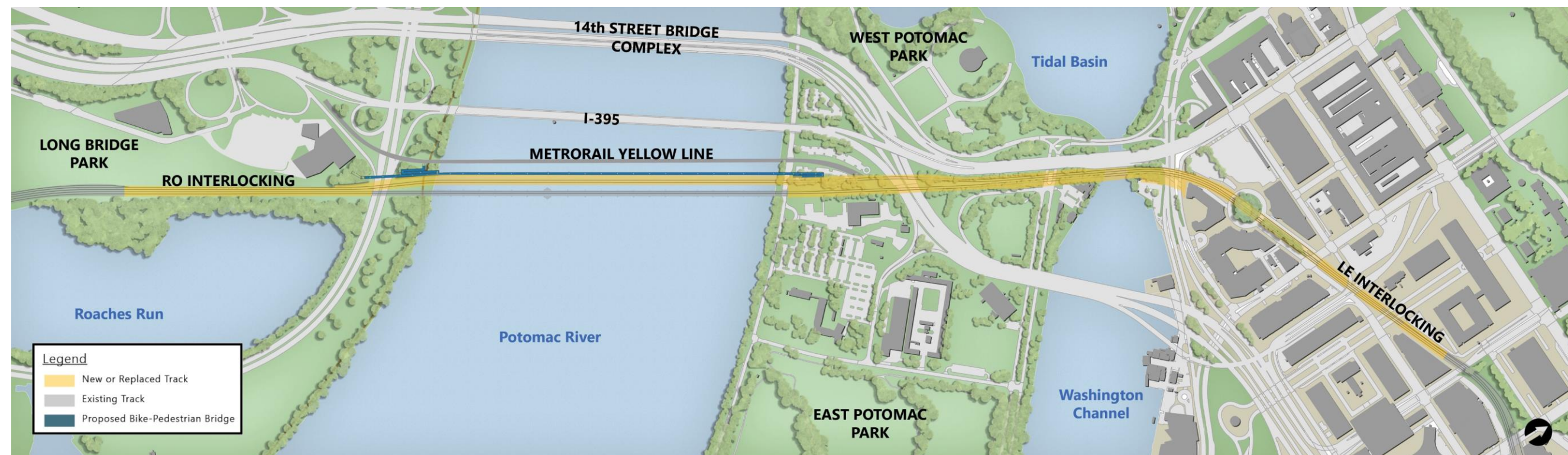
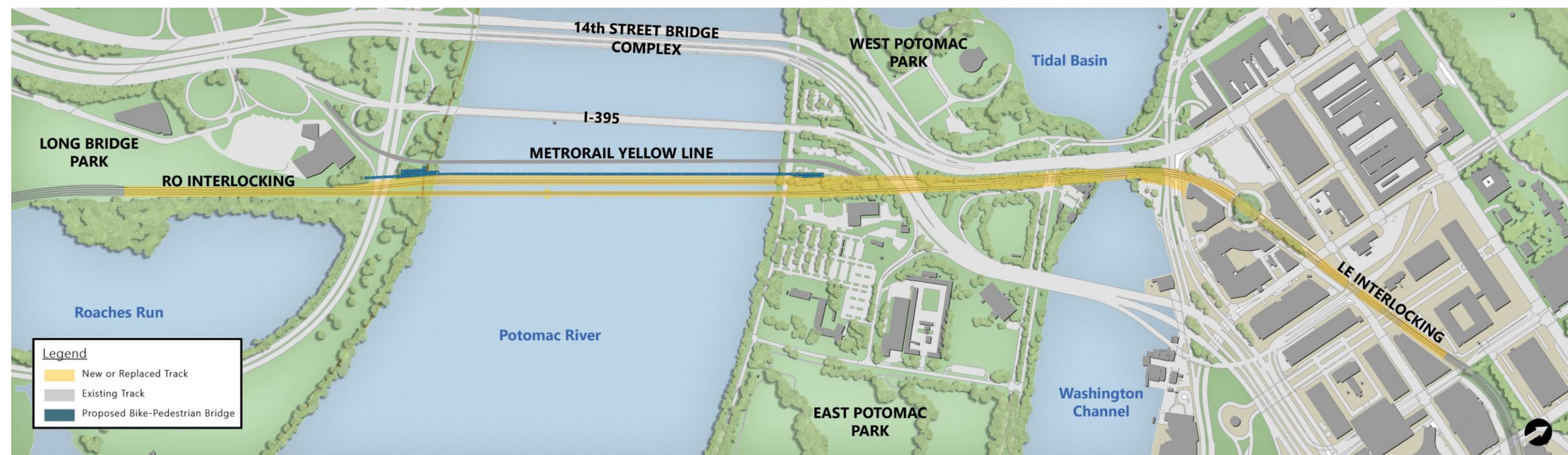


Figure 2-2 | Corridor View: Action Alternative B



FRA and DDOT assessed the feasibility of the bike-pedestrian crossing and considered whether a path could be designed consistent with railroad operator plans and railroad safety practices. NPS, which administers the GWMP, West Potomac Park, and East Potomac Park, agreed that the bike-pedestrian crossing could serve as mitigation for the use of parklands and historic sites protected under Section 4(f). The crossing will provide an important connection between the parks and the regional trail system and therefore has a regional recreational benefit. Therefore, FRA, DDOT, and DRPT have included the bike-pedestrian crossing with the Project as mitigation for impacts to Section 4(f) properties.

The bike-pedestrian crossing will provide a connection between Long Bridge Park in Arlington, Virginia, the MVT, and West Potomac Park in the District, crossing the Potomac River on an independent bridge on the upstream side of the new upstream railroad bridge. The southern end of the bike-pedestrian crossing will connect to a path at the northern end of the Long Bridge Aquatic and Fitness Center and Park Expansion in Long Bridge Park, which is currently under construction and is scheduled for completion in 2021. The bike-pedestrian path will cross over the GWMP, MVT, and the Potomac River on a 2,300-foot-long bridge consisting of prefabricated truss spans. After crossing over the GWMP, the bike-pedestrian crossing will connect to the MVT via a ramp near the shoreline of the Potomac River. The northern end of the bike-pedestrian crossing will connect to Ohio Drive SW in West Potomac Park.

Public comments during the NEPA process also indicated a desire for a bike-pedestrian crossing across West Potomac Park into the District. However, the area between Ohio Drive SW and the Southwest neighborhood following the trajectory of the Long Bridge Corridor is constrained and directly extending the connection would be infeasible. Bicycle and pedestrian connections from East or West Potomac Park into the District could be considered as part of other future projects.

It may be possible to phase construction of the bike-pedestrian bridge so that some of the bridge is constructed concurrently with the railroad bridge, and DRPT will pursue this approach to the extent feasible. However, the EIS analyzed the scenario that would result in a longer duration of impacts, which assumes an additional 2 years of construction following the construction of the railroad bridge due to the space constraints between the new bridges and the Metrorail Bridge. The EIS analysis assumed that construction of the bike-pedestrian crossing would use some of the same construction access and staging areas as the railroad bridge construction.

2.3.2. Selected Alternative

FRA, DDOT, and DRPT selected Action Alternative A for the Project after considering the potential short-term and long-term benefits and impacts, public and agency comments, and costs. In addition, DRPT will construct the bike-pedestrian crossing as mitigation for impacts to Section 4(f) properties. Action Alternatives A and B both support the Purpose and Need and provide the same anticipated benefits, but Action Alternative A has a shorter construction duration, fewer impacts as detailed in the DEIS, the least overall harm to Section 4(f) properties, and a lower capital cost, as detailed in the DEIS. Action Alternative A was identified as the Preferred Alternative in the Draft and Final EIS.

Below is a summary of impacts of the Selected Alternative. See **Table 1-1** for details, DEIS Chapter 3, Alternatives or specific resource sections of the DEIS.¹⁷ The estimated construction duration for the railroad bridge is 5 years, which assumes that construction activities at different locations may be

¹⁷ The DEIS is available at <http://longbridgeproject.com/deis/>.

occurring at the same time. As noted in **Section 2.3.7, Bike-Pedestrian Crossing**, the analysis of impacts assumes construction of the bike-pedestrian crossing would require an additional 2 years. However, DRPT will pursue concurrent construction of the railroad bridge and the bike-pedestrian crossing to the extent feasible, to minimize overall construction duration.

- **Railroad Infrastructure and Operations:** Increasing tracks from two to four would have a beneficial effect on railroad service, capacity, frequency, safety, and operational flexibility. Construction activities would have a moderate adverse effect on railroad operations as the two additional tracks are built.
- **Roadway Network:** Construction activities would require traffic control measures, temporary lane closures, and temporary lane shifts on heavily used roads such as the GWMP, I-395, and Maine Avenue SW, resulting in an adverse impact to traffic operations.
- **Land Use and Property:** Most of the property impacts would affect local or Federal park properties. Conversion of existing land uses to railroad use in small areas of Crystal City, Long Bridge Park, West Potomac Park, East Potomac Park, and at the property leased by the Washington Marina would cause minor land use impacts. On the GWMP, the conversion of some landscaped areas to railroad use would reduce vegetated screening of transportation infrastructure. The increased frequency of trains traveling near Long Bridge Park, the Mandarin Oriental Hotel, and the Portals V residential building would result in increased noise. The conversion of property to railroad use would affect several private properties, but would not cause displacement. Construction of the bike-pedestrian crossing would cause minor additional impacts to parkland in Long Bridge Park, the GWMP, and West Potomac Park, however would not affect any private property.
- **Water Resources:** Impervious areas would slightly increase within the Potomac River and Roaches Run watersheds, which could cause impacts to water quality without proper mitigation. Impervious areas would slightly decrease within the District Municipal Separate Storm Sewer System (MS4) watershed due to replacement of existing impervious area with rail ballast. Adverse impacts would be minor given the anticipated pollutant load from the area relative to the volume of the receiving surface water body. A portion of the impervious areas would cause a permanent impact to RPAs through increased pollutant loading to waterbodies and loss of vegetation underneath bridge areas. Construction of the bike-pedestrian crossing would add to the increase in impervious surface and loss of vegetation within RPAs.

Placing bridge piers in the Potomac River and Washington Channel would permanently impact 0.5 acre of waters of the United States. Construction staging and methods would temporarily impact an additional 1.1 acres. While none of these impacts would occur to wetlands regulated under Section 404 of the Clean Water Act, approximately 0.26 acre of permanent impact and approximately 0.83 acre of temporary impact would occur in areas of the Potomac River with a water depth below 2.5 meters, meaning that these waters are classified as riverine wetlands and are therefore addressed in the NPS Statement of Findings. NPS has jurisdiction over the bottom of the Potomac River, and therefore a riverbed permit would be required from NPS.

- **Noise and Vibration:** Noise levels would increase with increased train operations. The increase in noise levels would exceed FTA severe noise criteria at the Portals V Residences, the Mandarin Oriental Hotel, and parts of Long Bridge Park. In addition, the increase in noise levels would exceed FTA moderate noise criteria in other parts of Long Bridge Park. Construction activities also have the potential to increase noise in the Long Bridge Corridor, exceeding the District daytime noise limits at three locations and exceeding the District and Arlington County nighttime noise limits at several other locations.

The Selected Alternative would not cause any permanent vibration impacts as vibration levels would not exceed FTA vibration criteria. It would also not cause any construction vibration impact. However, there is the potential for construction vibration to reach 0.9 inches per second (107 VdB) at the seawall surrounding East and West Potomac Parks due to pile driving at approximately 20 feet. As the sensitivity of the seawall to vibration is not known at this time, the portion of the seawall within 125 feet of construction activities will be included in the Noise and Vibration Control Plan.

- **Aesthetics and Visual Resources:** The most substantial visual impact is the addition of the railroad bridges over the GWMP and the Potomac River and the removal of mature trees, some of which were planted to screen the railroad corridor from view. Construction activities would disrupt the visual experience from multiple viewsheds along the GWMP and MVT and from the Potomac River and East and West Potomac Parks. Construction of the new railroad bridges and the bike-pedestrian crossing would result in less space available to replant trees to screen the new infrastructure from view, and would also increase the tunnel-like effect of multiple bridge crossings for users on the GWMP, MVT, and Ohio Drive SW.
- **Cultural Resources:** The introduction of a new railroad bridge structure would alter views from the four historic districts within the area of potential effect (GWMP, MVMH, East and West Potomac Parks, and National Mall Historic Districts). It would also result in the removal or alteration of mature trees that were part of the original planting plan for the GWMP and the removal of Japanese cherry trees in East and West Potomac Parks. Construction of the new railroad bridges and the bike-pedestrian crossing would result in less space available to replant trees and vegetation.
- **Parks and Recreation:** The Selected Alternative would directly impact park users by converting approximately 2.5 acres of parkland to railroad use, as well as indirectly impacting park and recreation resources through increased noise from additional passing trains and removal of vegetation. Affected parks include Long Bridge Park, the George Washington Memorial Parkway, East Potomac Park, and West Potomac Park. Construction staging and access would impact portions of the local and Federal parks named above as well as Hancock Park, including visual impacts, use of parkland, and temporary relocation of important elements like the MVT. Construction of the bike-pedestrian crossing would directly impact an additional 1.04 acres of parkland.

2.4. Measures to Minimize Harm

The following commitments to provide mitigation for the Long Bridge Project are the result of agency consultations, comments on the DEIS, and regulatory requirements and reflect the practicable means to minimize environmental harm from the Selected Alternative. Each commitment has been agreed to by DRPT as the responsible party, and would be implemented, as appropriate, during design, construction, and/or following construction. Actual dates for future Project design and implementation will be informed by agreements between DRPT and Federal agencies and are dependent upon identifying and securing funding, completing Project design, finalizing all necessary approvals and permits, including agreements with NPS and CSXT, and completing the NCPC and Commission of Fine Arts review processes for all affected Federal and District properties.

In the event that the Project is turned over from DRPT to another sponsor in the design or construction phase, DRPT will notify FRA and DDOT. As noted in **Section 2.1, FRA Decision**, it is anticipated that the Project will become the responsibility of the new Virginia Passenger Rail Authority. In such an event, DRPT will assist in transition to the new sponsor to ensure fulfillment of any outstanding mitigation measures.

Table 2-2 | Project Commitments

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
A. Continued Coordination				
A01 DEIS 5.6.1.5 DEIS 5.6.2	Aquatic Biota Rare, Threatened, and Endangered Species	Continue coordination with National Marine Fisheries Service to determine whether time-of-year restrictions are required on in-stream construction work during specific periods when migratory fish species are most likely to be present in the Project Area or whether other avoidance and minimization measures may preclude the need for time-of-year restrictions.	Preliminary Engineering	DRPT
A02	Water Resources	Continue coordination with DC Water during final design to ensure the Project avoids or minimizes impacts to existing and planned water infrastructure. Should utility relocation be necessary, DRPT would be responsible for the cost and would coordinate with DC Water to determine the appropriate entity to manage the work.	Final Design/ Construction	DRPT
A03	Water Resources	Coordinate with DC Water during final design and construction to ensure they have access to DC Water assets during and after construction.	Final Design/ Construction	DRPT
A04 DEIS 9.6.1	Railroad Infrastructure and Operations	Continue coordination with CSXT to develop construction staging and phasing to minimize impacts to railroad operations. To the extent that impacts are unavoidable, DRPT would work with CSXT to determine appropriate mitigation.	Preliminary Engineering	DRPT
A05	Railroad Infrastructure and Operations	Continue coordination with CSXT to develop agreements related to operation and maintenance of the new tracks, and to resolve any additional issues that may arise, including appropriate compensation for use of the railroad right-of-way.	Before Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
A06	Railroad Infrastructure and Operations	Continue coordination with operators including CSXT, Amtrak, and VRE to optimize design from the perspective of railroad operations to the extent practicable.	Preliminary Engineering	DRPT
A07 DEIS 9.6.2.2	Washington Metropolitan Area Transit Authority (WMATA) Metrorail Service	Continue coordination with WMATA to align activities requiring interruptions in service with any planned Metrorail Yellow Line work also requiring interruptions, to the extent practicable.	Final Design & Construction	DRPT
A08 DEIS 9.6.2.3	Local and Commuter Bus Service	Coordinate with transit operators to enable adjustments as necessary to minimize impacts to bus routes.	Final Design & Construction	DRPT
A09 DEIS 9.6.4 DEIS 12.6.1	Roadway Network Land Use	Continue coordination with Virginia Department of Transportation (VDOT), Arlington County, DDOT, and NPS on development of a Project-wide Traffic Management Plan (see Measure B32).	Final Design	DRPT
A10 DEIS 9.6.5 DEIS 17.6.2	Parking Property Social and Economic Resources	Coordinate with the District of Columbia (lessor of Washington Marina occupied land) and the Washington Marina company owner (lessee of the Washington Marina occupied land) to determine appropriate mitigation for Washington Marina leased acreage where parking lot is located to determine temporary and permanent impact mitigation, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.	Preliminary Engineering	DRPT
A11 DEIS 9.6.7	Navigation	Coordinate with USCG to minimize disruptions to maritime traffic during construction.	Final Design & Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
A12 DEIS 12.6.2	Property	Coordinate with NPS to identify appropriate mechanism through which to obtain sufficient rights in or jurisdiction over NPS-administered properties. If a land exchange is required, identify appropriate properties for the exchange.	EIS Phase	DRPT (lead) with NPS (support)
A13 DEIS 12.6.2	Property	Coordinate with the NPS regarding issuance of any permits that may be necessary, including for geotechnical work, research, construction access, and use of the bed of the Potomac River	Preliminary Engineering	DRPT
A14 DEIS 12.6.2	Property	Establish agreements with private property owners and building tenants to provide construction access in a manner that minimizes adverse impacts to business activities and other land uses. Coordinate with property owners to address specific access requirements and minimize disruptions, wherever possible.	Preliminary Engineering	DRPT
A15 DEIS 12.6.3	Consistency with Local and Federal Plans	Where the Project may be inconsistent, or potentially in conflict with, local plans, coordinate with the Arlington Department of Community Planning, Housing and Development; District of Columbia Office of Planning; NCPD; and NPS on strategies to minimize adverse impacts on these plans and to avoid or minimize potential conflicts with the implementation of local plans.	Preliminary Engineering	DRPT
A16 DEIS 13.6.1	Noise	Coordinate with CSXT, Amtrak, and VRE, as well as any potential future users (such as MARC or Norfolk Southern) to identify risk allocations due to any increased noise that may occur to nearby structures.	Preliminary Engineering	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
A17 DEIS 14.6 PA III(B)(1)	Aesthetics and Visual Resources	Provide for design review by DC SHPO, VDHR, NPS, NCPC and CFA as stipulated in Programmatic Agreement Stipulation III(B)(1), Design Review and Measures C01 and C02).	Preliminary Engineering	DRPT (lead) with FRA, DC SHPO, VDHR, NPS, NCPC, and CFA (support)
A18 DEIS 14.6	Aesthetics and Visual Resources	Coordinate with NPS on design of signage on NPS property for construction, traffic control, and relocation of the Mount Vernon Trail.	Preliminary Engineering	DRPT
A19 DEIS 16.6	Recreation and Parks	Coordinate with park owners, including Arlington County and NPS, on traffic control strategies to minimize traffic disruptions and maintain vehicular, pedestrian, and bicycle mobility on roadways during construction.	Final Design & Construction	DRPT
A20	Recreation and Parks	Coordinate with park owners, including Arlington County and NPS, to develop details to be included in construction contract regarding access and use of parkland during construction.	Preliminary Engineering	DRPT
A21 DEIS 18.6.1 DEIS 18.6.3	Railroad Safety Public Safety	Coordinate with Federal, state, and local law enforcement and safety agencies to ensure access and minimize delays for emergency response during construction.	Final Design & Construction	DRPT
A22 DEIS 18.6.1	Railroad Safety	Coordinate with CSXT, Amtrak, and VRE to identify and mitigate operational impacts of the reduced track spacing and lateral clearance between Maine Avenue SW and LE Interlocking.	Preliminary Engineering	DRPT
A23 DEIS 18.6.3	Security	Coordinate with CSXT and Federal, state, and local law enforcement to implement measures to inhibit trespassing, incursions, and potential terrorist acts on railroad infrastructure.	Preliminary Engineering & Final Design	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B. Environmental Protection				
B01 DEIS 5.6.1.1	Terrestrial Vegetation	Adjust temporary access and staging areas to avoid trees and vegetation during refinement of the disturbance limits to ensure that vehicles and materials are only stored on vegetated surfaces when absolutely necessary.	Preliminary Engineering	DRPT
B02 DEIS 5.6.1.1 DEIS 14.6 DEIS 15.6 DEIS 16.6	Terrestrial Vegetation Aesthetics and Visual Resources Cultural Resources (see C03) Recreation and Parks	Develop a vegetation protection plan for areas within the limits of disturbance prior to construction.	Preliminary Engineering	DRPT
B03 DEIS 5.6.1.1 DEIS 14.6 DEIS 15.6 DEIS 16.6	Terrestrial Vegetation Aesthetics and Visual Resources Cultural Resources (see C03) Recreation and Parks	Require contractor to employ tree and vegetation protection measures and measures to prevent or limit equipment access to adjacent forested areas through protective fencing. Protect both forest areas and individual trees within construction staging and access areas prior to construction under the supervision of a licensed arborist or other qualified professional. Arborist to also perform any necessary pruning in ways that maximize tree survival both during and following bridge construction.	Construction	DRPT
B04 DEIS 5.6.1.1	Terrestrial Vegetation	Require contractor to wash all equipment prior to entering NPS lands to be free of all and any debris, to minimize the spread or introduction of invasive species.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B05 DEIS 5.6.1.1	Terrestrial Vegetation	Require that all introduced organic material such as soil, mulch, and seed be certified weed seed free, to minimize the spread or introduction of invasive species.	Construction	DRPT
B06 DEIS 5.6.1.1	Terrestrial Vegetation	Require contractor to install fencing, mulch, and planking to reduce injury and compaction when vegetated surfaces are the only option for staging near the Project.	Construction	DRPT
B07 DEIS 5.6.1.1 DEIS 14.6 DEIS 15.6 DEIS 16.6	Terrestrial Vegetation Aesthetics and Visual Resources Cultural Resources (see C04, C05, C07, and C08) Recreation and Parks	Reestablish terrestrial vegetation removed for both permanent and temporary construction activities where possible and in coordination with any reforestation requirements. Maintain trees and vegetation for 3-5 years following planting. See Commitments C07 and C08 for specific requirements related to NPS-administered historic properties.	After Construction	DRPT and NPS
B08 DEIS 5.6.1.1 DEIS 14.6 DEIS 15.6 DEIS 16.6	Terrestrial Vegetation Aesthetics and Visual Resources Cultural Resources (see C04, C05, C07, and C08) Recreation and Parks	Restore areas to their pre-construction function and appearance, either through reseeding or replanting of woody vegetation using native species. Maintain trees and vegetation for 3-5 years following planting. See Commitments C07 and C08 for specific requirements related to NPS-administered historic properties.	After Construction	DRPT and NPS

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B09 DEIS 5.6.1.2	Wetland Vegetation Submerged Aquatic Vegetation Wildlife	Employ erosion control and stormwater management measures during construction to reduce disturbance from erosive forces and sedimentation.	Construction	DRPT
B10 DEIS 5.6.1.3	Submerged Aquatic Vegetation	Require contractor to use silt curtains to keep suspended sediments from leaving construction area.	Construction	DRPT
B11 DEIS 5.6.1.3	Submerged Aquatic Vegetation	Require contractor to avoid boat traffic within shallow water areas where SAV could be damaged by motor board propellers.	Construction	DRPT
B12 Statement of Findings	Submerged Aquatic Vegetation Aquatic Biota	For permanent impacts to SAV and open water habitat, implement appropriate mitigation strategies in coordination with NPS and other regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.	Final Design	DRPT
B13 DEIS 5.6.1.4	Wildlife	Require contractor to plan construction activities to minimize unnecessary disturbance of wildlife habitat.	Construction	DRPT
B14 DEIS 5.6.1.4	Wildlife	Conduct a survey for nesting birds prior to starting construction of any part of the Project.	Final Design	DRPT
B15 DEIS 5.6.1.5	Aquatic Biota	Conduct a survey to gather additional data on benthic macroinvertebrates.	Final Design	DRPT
B16 DEIS 5.6.1.5	Aquatic Biota	Require contractor to avoid dredging to extent practicable.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B17 DEIS 5.6.1.5 DEIS 5.6.2 DEIS 6.6.2	Aquatic Biota; Rare, Threatened, and Endangered Species; Wetlands and Waters of the U.S.	Require contractor to perform work behind cofferdams to reduce turbidity.	Construction	DRPT
B18 DEIS 5.6.1.5 DEIS 5.6.2 DEIS 6.6.2	Aquatic Biota; Rare, Threatened, and Endangered Species; Wetlands and Waters of the U.S.	Require contractor to make use of turbidity curtains around all in-water pile driving operations and potentially during installation of the cofferdam sheet piles if sediment releases appear to be more than minimal.	Construction	DRPT
B19 DEIS 5.6.1.5 DEIS 5.6.2	Aquatic Biota; Rare, Threatened, and Endangered Species	Require contractor to use noise attenuating tools to reduce noise below injury or behavioral modification thresholds for fish if installation of piles requires an impact hammer.	Construction	DRPT
B20 DEIS 5.6.1.5	Aquatic Biota	Require contractor to make several light taps at the start of pile driving to warn fish to leave the area before heavier pile driving begins.	Construction	DRPT
B21 DEIS 5.6.1.5	Aquatic Biota	During installation of cofferdams, require contractor to net and relocate fish as the space within the cofferdam gets down to the last 3 to 4 feet of water.	Construction	DRPT
B22 DEIS 5.6.2 DEIS 6.6.2	Rare, Threatened, and Endangered Species; Wetlands and Waters of the U.S.	Require contractor to use vibratory hammer to extent practicable to install sheet piles for cofferdams to minimize disturbance to bottom sediments.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B23 DEIS 6.6.1	Water Quality	Implement stormwater best management practices (BMPs) to decrease runoff volume and peak flow rate and provide prescribed treatment volume and recharge volume.	Construction	DRPT
B24 DEIS 6.6.1 DEIS 6.6.2 DEIS 6.6.4 DEIS 7.6.2	Water Quality; Wetlands and Waters of the U.S.; Chesapeake Bay Preservation Areas Soils	Require contractor to implement erosion and sediment controls in accordance with EPA's 2017 National Pollution Discharge Elimination System (NPDES) Construction General Permit, 2018 Virginia Pollution Discharge Elimination System (VPDES) Storm Water General Permit, District Department of Energy and Environment (DOEE), NPS, and Arlington County requirements.	Construction	DRPT
B25 DEIS 6.6.1	Water Quality	Require contractor to store, handle, and dispose of materials in a manner that prevents exposure of the products to precipitation and/or stormwater.	Construction	DRPT
B26 DEIS 6.6.1	Water Quality	Require contractor to perform on-site treatment of pumped groundwater in accordance with DOEE, DC Water, and Virginia Department of Environmental Quality (VDEQ) requirements for treatment and metering of pumped groundwater.	Construction	DRPT
B27 DEIS 6.6.1	Water Quality	Require contractor to discharge treated pumped groundwater directly to surface waters to minimize temporary Municipal Separate Stormwater Sewer System (MS4) infrastructure capacity and sedimentation impacts during construction.	Construction	DRPT
B28 Statement of Findings	Wetlands	Provide funds based on an agreed upon amount for the compensatory mitigation for impacts to riverine wetlands in the Potomac River at a 10:1 mitigation ratio aimed at improving the overall functionality and values of nearby wetlands through removal of invasive species. Invasive species management to be conducted	Construction	DRPT (lead)_ with NPS (support)

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
		annually by NPS for the duration of construction. The 1.1 acres of total temporary and permanent impact will be compensated at Kenilworth Park & Aquatic Gardens.		
B29 DEIS 6.6.3	Flood Hazards and Floodplain Management	Require contractor to establish staging yards landward of the 100-year floodplain to the extent practicable.	Construction	DRPT
B30 DEIS 6.6.3	Flood Hazards and Floodplain Management	Require contractor to adhere to a plan of action in the event of an oncoming flood event.	Construction	DRPT
B31 DEIS 6.6.3	Flood Hazards and Floodplain Management	Restore temporarily disturbed areas within the floodplain to pre-existing or better conditions.	Construction	DRPT
B32 DEIS 7.6.2	Soils	Require contractor to employ soil stabilization blankets, silt fences, rock check dams, and other best management practices designed to control soil loss during and following construction to minimize erosion of soil resources.	Construction	DRPT
B33 DEIS 22.2.4.3	Soils Hazardous Materials	Require contractor to develop a Soil Management Plan based on results of subsurface investigations dictating appropriate soil handling procedures and identifying appropriate receiving facilities.	Construction	DRPT
B34 DEIS 22.2.4.3	Hazardous Materials	Require contractor to develop a Health and Safety Plan that provides the minimum health and safety specifications contractors must meet during construction, including requirements for environmental monitoring, Personal Protective Equipment (PPE), site control and security, and training. PPE should be selected based on the contaminants of concern and known or suspected hazards.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B35 DEIS 22.2.4.3	Hazardous Materials	Require contractor to implement spill response programs that specify procedures for emergency response in the event a spill or leak occurs.	Construction	DRPT
B36 DEIS 9.6.3	Pedestrian and Bicycle Network	Require contractor to construct temporary Mount Vernon Trail and install wayfinding signage, as appropriate, to redirect pedestrian and bicycle traffic during temporary closures due to construction.	Construction	DRPT
B37 DEIS 9.6.3	Pedestrian and Bicycle Network	Require contractor to schedule temporary crossings of the Mount Vernon Trail for materials delivery during evening hours, to the extent practicable, to minimize impacts to trail users. All intermittent closures and traffic control plans would be submitted to NPS for review and approval prior to implementation.	Construction	DRPT
B38 DEIS 9.6.3	Pedestrian and Bicycle Network	Require contractor to install wayfinding signage to direct pedestrians traveling from Maryland Avenue SW to Maine Avenue SW to use alternate routes.	Construction	DRPT
B39	Pedestrian and Bicycle Network	Explore opportunities to refine the design of the bike-pedestrian bridge to accommodate a range of trail users.	Final Design	DRPT
B40	Pedestrian and Bicycle Network	Following construction, restore Mount Vernon Trail to existing or better condition.	After Construction	DRPT
B41 DEIS 9.6.4	Roadway Network	Require final designer or contractor to develop, with approval from agencies that have jurisdiction over applicable roadways, a project-wide Traffic Management Plan (TMP) that includes temporary traffic control plans, analysis of traffic operations, and a public outreach campaign.	Final Design/ Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B42 DEIS 9.6.4	Roadway Network	Require contractor to develop maintenance of traffic plans for approval by NPS to ensure continued through and ramp access along the GWMP as the bridges, embankments, and retaining walls are constructed.	Final Design & Construction	DRPT
B43 DEIS 9.6.4	Roadway Network	Require contractor to limit GWMP lane closures to off-peak hours to extent practicable to reduce impact to motorists.	Construction	DRPT
B44 DEIS 9.6.4	Roadway Network	Require contractor to limit crossing of GWMP by construction vehicles to hours to be stipulated in the special use permit.	Construction	DRPT
B45 DEIS 9.6.4	Roadway Network	Require contractor to maintain two lanes of traffic on GWMP at all times during peak daytime hours.	Construction	DRPT
B46 DEIS 9.6.4	Roadway Network	Require contractor to develop maintenance of traffic plan for I-395 that includes strategies for driver diversion and strategies to encourage use of non-motorized modes; identifies and clearly signs potential detour routes; and develops driver-awareness campaigns regarding probable severe congestions for the duration of the construction period.	Construction	DRPT
B47 DEIS 9.6.4	Roadway Network	Require contractor to develop maintenance of traffic plan for Maine Avenue SW that includes strategies for driver diversion and strategies to encourage use of non-motorized modes; identifies and provides clear signs for potential detour routes; and develops driver-awareness campaigns regarding probable severe congestions for the duration of the construction period.	Construction	DRPT
B48 DEIS 10.6	Air Quality	Require contractor to employ best practices to reduce pollutant emissions from construction activity.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B49 DEIS 10.6	Air Quality Energy	Prohibit excessive idling of construction equipment engines and enforce District and Virginia anti-idling laws.	Construction	DRPT
B50 DEIS 10.6	Air Quality	Require contractor to implement protective measures around the construction site and demolition work to prevent dust and debris from leaving the site.	Construction	DRPT
B51 DEIS 10.6	Air Quality	Require contractor to use ultra-low sulfur diesel for all off-road construction vehicles.	Construction	DRPT
B52 DEIS 10.6	Air Quality	Require that any non-road diesel equipment rated 50 horsepower or greater meets EPA's Tier 4 emission limits or that the contractor retrofits the equipment with appropriate emission reduction measures.	Construction	DRPT
B53 DEIS 11.6	Energy	Use energy-efficient technologies wherever feasible in the operations of Long Bridge and construction activities to minimize adverse effects to energy resources	Construction/ After Construction	DRPT
B54 DEIS 11.6	Energy	Encourage contractor to use fuel efficient or alternative fuel vehicles to the greatest extent feasible.	Construction	DRPT
B55 DEIS 11.6	Energy	Require contractor to consider solar-powered generators as an alternative to diesel generators wherever feasible.	Construction	DRPT
B56 DEIS 12.6.1	Land Use	Require contractor to use areas already disturbed for construction of other projects, such as the cloverleafs at I-395 and Boundary Channel Drive, to minimize the impacts of construction staging.	Construction	DRPT
B57 DEIS 12.6.1	Land Use	Require contractor to screen construction staging areas as practicable to minimize impacts to adjacent land uses.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B58 DEIS 12.6.1	Land Use	Require contractor to restore property adversely impacted by construction activities, to the extent practicable following construction.	After Construction	DRPT
B59 DEIS 12.6.1	Land Use	Require contractor to incorporate vegetative buffers and screening as practicable between new transportation infrastructure and potentially sensitive land uses to minimize adverse impacts on business activities and building tenants.	Construction	DRPT
B60 DEIS 12.6.1 DEIS 16.6	Land Use Recreation and Parks Section 4(f)	Construct a new bike-pedestrian bridge connecting Long Bridge Park, GWMP, and West Potomac Park.	Construction or After Construction	DRPT
B61 DEIS 12.6.1 DEIS 16.6	Land Use Recreation and Parks	Require contractor to maintain visitor access to parkland and trails during construction; all intermittent closures and traffic control plans would be included in the TMP submitted to NPS for review and approval prior to implementation. (See Commitment B41)	Construction	DRPT
B62 DEIS 12.6.2	Property	For privately-owned properties, comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and applicable District, Commonwealth of Virginia, and Arlington County laws in any instances where property acquisition or displacement would be necessary to implement the Project. If full property acquisition is required, fairly compensate property owners for the land acquired and, if necessary, provide relocation assistance.	Construction	DRPT
B63 DEIS 12.4	Property	Conduct title search and survey to establish definitive property ownership and any other existing easements or agreements. Carry out additional transactional due	Preliminary Engineering	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
		diligence activities as may be required, e.g. environmental site assessments, appraisals, etc.		
B64 DEIS 13.6.1	Noise	Evaluate and potentially implement turnout design that uses a spring-rail frog or moveable-point frog to reduce noise near Long Bridge Park.	Final Design	DRPT
B65 DEIS 13.6.1	Noise	Evaluate and potentially implement a wayside top-of-rail friction modifier system and use of gauge-face lubrication to reduce wheel squeal near the Portals V Residences and at the Mandarin Oriental Hotel.	Final Design	DRPT
B66 DEIS 13.6.3	Noise	Require contractor to prepare a Construction Noise and Vibration Control Plan prior to beginning construction. Plan should include detailed predictions of construction noise, requirements for conducting construction noise monitoring and, if necessary, detailed approaches that would mitigate potential construction-period noise impact.	Final Design & Construction	DRPT
B67 DEIS 13.6.3	Vibration	Require contractor to prepare a Construction Noise and Vibration Control Plan before beginning construction. This plan should include detailed predictions of vibration levels from the proposed construction equipment and detail specific methods to minimize potential vibration effects. The plan should set acceptable vibration limits and address the need to conduct pre-construction crack surveys, install crack detection monitors, and conduct vibration monitoring. It should define a process to alert the contractor of any limit exceedances and take corrective actions.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B68 DEIS 13.6.3	Vibration	Include all vibration-sensitive structures and seawalls within 125 feet of construction in the Noise and Vibration Control Plan.	Construction	DRPT
B69 DEIS 14.6	Aesthetics and Visual Resources	Design final landscaping, including planting, plant selection, and berms, in a manner that mitigates visual impacts on the GWMP, MVT, East Potomac Park, and West Potomac Park, and includes NPS as a participant in the design process. NPS and NCPC would approve any plans prior to implementation. This mitigation may take place outside of the limits of disturbance, as identified by NPS.	Preliminary Engineering & Final Design	DRPT (lead) with NPS (support)
B70 DEIS 14.6	Aesthetics and Visual Resources	Require contractor to use aesthetically pleasing construction fencing and barriers to block potentially unattractive views into construction areas. Require contractor to consider use of screening vegetation to minimize visual impacts of construction activities on viewers. Visual screening of construction areas within NPS-administered properties will meet NPS standards.	Construction	DRPT
B71 DEIS 14.6	Aesthetics and Visual Resources	Avoid the use of the GWMP to transport construction equipment to the extent described in the DEIS. Final construction staging and access plans, including the timing and frequency of activities on the GWMP, will be presented to NPS for review and approval prior to proceeding with the work.	Construction	DRPT
B72 DEIS 16.6	Recreation and Parks	Restore affected ballfields following construction.	At end of Construction	DRPT
B73 DEIS 16.6	Recreation and Parks	Compensate NPS at the rate of \$8,860 per ballfield per year for recreation revenue lost during construction due to use of the ballfield for staging. To be included as a requirement in the NPS special use permit.	Construction	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B74 DEIS 16.6	Recreation and Parks	Compensate NPS based on the calculated monthly average of revenue for Parking Lot B as \$1,301 and Parking Lot C as \$1,391 for parking revenue lost during construction due to use of the parking lots for staging. To be included as a requirement in the NPS special use permit.	Construction	DRPT
B75	Recreation and Parks	Repave and reconstruct pavement and related infrastructure temporarily impacted by construction within the GWMP, West Potomac Park, and East Potomac Park (including Parking Lots B and C and Ohio Drive SW). To be included as a requirement in the NPS special use permit.	At end of Construction	DRPT
B76	Recreation and Parks	Channelize construction access within Hancock Park and surround area with fencing with gate access. Require contractor to minimize frequency of access during periods of the day when the park is heavily used, such as at lunchtime.	Construction	DRPT
B77 DEIS 18.6.1	Railroad Safety	Require contractors to ensure railroad safety training has been completed by all workers that would be in the vicinity of the active tracks during construction.	Construction	DRPT
B78 DEIS 18.6.1	Railroad Safety	Require contractors to develop a Safety and Security Plan for review and approval.	Construction	DRPT
B79 DEIS 18.6.1	Railroad Safety	Between Maine Avenue SW and LE Interlocking, implement infrastructure upgrades to the crash walls, as well as provide clearance detectors, security lighting, enhanced security fencing, and track friction modifiers.	Final Design	DRPT
B80 DEIS 18.6.1	Railroad Safety	Between Maine Avenue SW and LE Interlocking, modify crash walls in the reduced clearance areas to meet the design criteria.	Final Design	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
B81 DEIS 18.6.1	Railroad Safety	Between Maine Avenue SW and LE Interlocking, add electrical and communication connections to enable the addition of security measures.	Final Design	DRPT
B82 DEIS 18.6.1	Railroad Safety	Between Maine Avenue SW and LE Interlocking, continue to evaluate opportunities for further structural improvements in the overbuild area during final design to potentially increase lateral clearance.	Final Design	DRPT
B83 DEIS 18.6.2	Public Safety	Require contractor to follow standard Occupational Safety and Health Administration construction safety procedures and industry best practices.	Construction	DRPT
B84 DEIS 18.6.2 DEIS 18.6.3	Public Safety Security	Require contractor to employ standard measures to prohibit trespassing in construction areas, such as barriers, fences, or barricades. Entrances and exits to construction sites should be locked and areas should be well lit and equipped with automatic protective lighting systems. Inspect materials as needed.	Construction	DRPT
B85	Construction Impacts	Explore opportunities to minimize impacts from construction of the bike-pedestrian crossing, including options for constructing elements of the bike-pedestrian crossing concurrently with the railroad bridge.	Final Design	DRPT
C. Cultural Resources and Section 106				
C01 DEIS 15.6.2 PA III(B)(1)	Cultural Resources	Design aesthetic treatments of any elements of the Project introduced into NPS-administered properties to be compatible with the character of existing resources and appropriate for the context of Washington, DC's Monumental Core.	Preliminary Engineering	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
C02 DEIS 15.6.2 PA III(B)(1)	Cultural Resources	Provide for design review by DC SHPO, VDHR, NPS, NCPC and CFA during Preliminary Engineering to address design elements as stipulated in the Programmatic Agreement Stipulation III(B)(1) and Commitment Measure A17.	Preliminary Engineering	DRPT (lead) with FRA, NPS, DC SHPO, VDHR, NCPC, and CFA
C03 DEIS 15.6.2 PA III(B)(4)	Cultural Resources	Develop and implement a Vegetation Protection Plan in coordination with NPS, within the limits of disturbance, to determine which vegetation is anticipated to be removed, impacted, or protected by the Project, as stipulated in the Programmatic Agreement Stipulation III(B)(4).	Preliminary Engineering through Construction	DRPT (lead) with NPS (support)
C04 DEIS 15.6.2 PA III(B)(5)	Cultural Resources	Contribute a monetary value, agreed upon with NPS, for NPS's implementation of its portion of the Vegetation Restoration Plan, as stipulated in the Programmatic Agreement Stipulation III(B)(5).	Final Design	DRPT
C05 DEIS 15.6.2 PA III(B)(5)	Cultural Resources	Develop a Vegetation Restoration Plan in collaboration with the NPS, to the extent feasible under DRPT's Project schedule, as stipulated in the Programmatic Agreement Stipulation III(B)(5).	Preliminary Engineering	DRPT
C06 DEIS 15.6.2 PA III(B)(5)	Cultural Resources	Collaborate with DRPT to provide agency expert knowledge and any other available, relevant information for the development of the Vegetation Restoration Plan, including baseline documentation and other material to assist in the development of the restoration plan, as stipulated in the Programmatic Agreement Stipulation III(B)(5).	Preliminary Engineering	NPS

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
C07 DEIS 15.6.2 PA III(B)(5)	Cultural Resources	Implement the portion of the Vegetation Restoration Plan within the limits of disturbance, as stipulated in the Programmatic Agreement Stipulation III(B)(5). Perform vegetation monitoring and invasive plant removal within the LOD for five years after the date of construction completion, to ensure and support vegetation restoration within the limits of disturbance.	After Construction	DRPT
C08 DEIS 15.6.2 PA III(B)(5)	Cultural Resources	Implement the portion of the Vegetation Restoration Plan outside the limits of disturbance, as stipulated in the Programmatic Agreement Stipulation III(B)(5).	Construction	NPS
C09 DEIS 15.6.2 PA III(B)(7)	Cultural Resources	Prepare and implement an interpretation plan as stipulated in the Programmatic Agreement Stipulation III(B)(7).	After Construction	DRPT
C10 DEIS 15.6.2 PA III(B)(2)	Cultural Resources	Contribute a monetary value, agreed upon with NPS, for NPS to use to prepare and implement a GWMP Viewshed Protection Plan and Inventory/Assessment, as stipulated in the Programmatic Agreement Stipulation III(B)(2).	Preliminary Engineering	DRPT
C11 DEIS 15.6.2 PA III(B)(2)	Cultural Resources	Produce a GWMP Viewshed Protection Plan and Inventory/Assessment within two years of receipt of funding.	Within two years of receipt of funding	NPS
C12 DEIS 15.6.2 PA III(B)(3)	Cultural Resources	Contribute a monetary value to NPS, agreed upon with NPS, to prepare Cultural Landscape Inventories as stipulated in the Programmatic Agreement Stipulation III(B)(3).	Preliminary Engineering	DRPT
C13 DEIS 15.6.2 PA III(B)(3)	Cultural Resources	Develop and execute Cultural Landscape Inventories for MVMH – north of Alexandria to Columbia Island and East and West Potomac Parks Historic District for the portion from the Golf Course to the railroad	Within 8 months of receipt of funding (draft); within 1 year of receipt of funding (final)	NPS

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
		corridor to include the NPS National Capital Region Headquarters Campus as stipulated in the Programmatic Agreement Stipulation III(B)(3).		
C14 DEIS 15.6.2 PA III(B)(6)	Cultural Resources	Develop Construction Management Control Plan as stipulated in the Programmatic Agreement Stipulation III(B)(6) to minimize temporary construction effects to historic properties from noise and vibration and visual effects. Elements to include are a Noise and Vibration Control Plan (see B66 and B67) and plan for visual screening of construction areas (see B70).	Construction	DRPT
C15 DEIS 15.6.2	Cultural Resources	Locate construction access and staging activities away from areas of high archaeological potential or within sites that are paved or have been previously disturbed.	Preliminary Engineering	DRPT
C16 PA IV	Cultural Resources	Continue identification and evaluation of archaeological historic properties in accordance with 36 CFR § 800.4 and 800.5 and following the findings and recommendations of the Long Bridge Project Phase IA Archaeological Assessment Report.	Final Design	DRPT
D. Design Requirements				
D01 DEIS 5.6.1.3 DEIS 6.6.2	Submerged Aquatic Vegetation Wetlands and Waters of the U.S.	Align new piers with existing piers.	Preliminary Engineering	DRPT
D02 DEIS 6.6.3	Flood Hazards and Floodplain Management	Design piers with an elliptical shape to allow smoother flood flow conveyance underneath the bridge with minimal turbulence and hydraulic force against the pier walls.	Final Design	DRPT

Commitment/ Mitigation ID and Reference	Resource Impact	Commitment or Mitigation Measure	Timing of Action	Responsible Party
D03 DEIS 7.6.1 DEIS 7.6.2	Geology Soils	Make use of retaining walls to reduce footprint and preserve existing floodplain features and minimize disturbance to soil resources to extent practicable.	Final Design	DRPT
D04 DEIS 14.6	Aesthetics and Visual Resources	Refine bridge structure design and materials to mitigate impacts on visual resources and ensure aesthetic compatibility with built, natural, and cultural resources in the surrounding visual environment.	Final Design	DRPT

2.5. Monitoring and Enforcement

As the Project Sponsor for the Long Bridge Project, DRPT is ultimately responsible for monitoring and implementing mitigation measures for design and construction where it is designated as the responsible party. DRPT and its contractors, will be responsible for their compliance assurance of all applicable commitments and regulatory permit conditions that they must fulfill or obtain for the Long Bridge Project and associated mitigation. DRPT will be responsible for overseeing all reporting requirements related to the mitigation and minimization commitments where it is designated as the responsible party in the previous section. **Table 2-3** contains a list of permits that are anticipated to be required for the construction of the Long Bridge Project and associated mitigation.

Table 2-3 | Anticipated Future Necessary Permits or Approvals for the Long Bridge Project and Associated Mitigation

	Type of Permit/Approval	Authority	Applicability, Timing, and Coordination
NPS	Use of Parkland	To be determined	Authorization will be needed to allow the conveyance and/or permanent use of NPS land for the Project
	Special Use Permit	36 CFR Part 5 Section 5.7 and 54 USC 100101	Permit required for use of park land for construction activities, vehicular access, staging, and material laydown areas
	Riverbed Permit	41 FR 34801 (August 1976)	Permit required for activities that may impact the proprietary interests of the United States in the existing bed of the Potomac River within the original boundaries of the District of Columbia, except for that portion of the bed lying within the pierhead line on the District of Columbia side of the river.
	Right-of-Way Permit	54 USC 100902 and 36 CFR Part 14	Permit required if Project necessitates the relocation of certain public utilities and power and communication facilities within or onto NPS lands.
	Permit for Archaeological Investigations	Archaeological Resources Protection Act (ARPA) and/or the Antiquities Act	Permit required prior to any archaeological studies on parkland by non-NPS personnel.
NPS/ DC SHPO/ VDHR	Construction Protection Plan and Unanticipated Discoveries Plan	Section 106 of the National Historic Preservation Act of 1966	Approval required prior to construction
NCPC	Design Approval	National Capital Planning Act of 1952	Design approvals required during preliminary and final design phases

	Type of Permit/Approval	Authority	Applicability, Timing, and Coordination
CFA	Design Approval	Shipstead-Luce Act of 1930	Design approvals required during final design phase
USCG	Bridge Permit	Sections 9 and 10 of the Rivers and Harbors Act of 1899 General Bridge Act of 1946 33 CFR 114	USCG issued a preliminary public notice requesting navigational information from mariners in September 2019. USCG made a Preliminary Navigation Clearance Determination based on the Navigation Study and information from mariners in March 2020. Formal Bridge Permit Application to be submitted at final design phase
DDOT	Public Right-of-Way Permit	23 CFR 710.403	Approval required prior to construction
FAA	Notice of Proposed Construction or Alteration	14 CFR 77	Notice must be filed at least 45 days prior to beginning construction
USACE	Jurisdictional Determination (JD)	Section 404 of the Clean Water Act of 1972 (CWA); Section 10 of the Rivers and Harbors Act of 1899	Preliminary JD issued on 3/19/2019. Finalize prior to Joint Permit Application/Individual Permit issuance
	Section 408 Review	Section 14 of the Rivers and Harbors Act of 1899 33 USC 408	To be initiated during Project final design phase. Must be issued prior to construction
DOEE/VDEQ/USACE	Joint Permit Application (JPA) of Nationwide Permit #15	Section 404 of the CWA; Section 10 of the Rivers and Harbors Act of 1899	To be initiated during the Project final design phase. Must be issued prior to construction activities that would impact wetlands or waters of the U.S. JPA includes application for a Virginia Water Protection Permit, which serves as Virginia's 401 certification program for Section 404 permits
EPA	National Pollutant Discharge Elimination System (NPDES) Permit	Section 402 of the CWA	Required for construction activities that disturb one acre or more. Requires preparation of a stormwater pollution prevention plan during construction phase (note that EPA issues all NPDES permits for the District of Columbia – in Virginia permits are issued by VDEQ)
DOEE	Water Quality Certification	Section 401 of the CWA	As required under Section 401 of the Federal Clean Water Act, DOEE provides Water Quality Certification for draft NPDES permits.

Public coordination is an integral aspect of the NEPA process. Decisions about the future of the Long Bridge Corridor affect a range of stakeholders. FRA and DDOT have been committed to an open and transparent process for involving the public. Accordingly, FRA and DDOT provided many opportunities for collaborative and meaningful participation in the Project. The public meetings conducted at key

stages presented Project information and solicited public comments on Project scoping, alternatives considered, and selection of the Preferred Alternative. A public hearing and comment period were held to solicit oral and written comments on the DEIS. FRA and DDOT conducted the following outreach activities throughout the project:

- **Pre-NEPA Outreach:** Conducted prior to the formal NEPA process as part of previous studies. FRA and DDOT introduced the Project to agencies and the public during the Phase I study. Public engagement during Phase I included developing the first version of the Project website and conducting three open-house public meetings on November 13, 2012; June 6, 2013; and December 5, 2013. During Phase II, FRA and DDOT developed additional concepts for analysis in the NEPA phase and held one public open house on February 16, 2016 to update the public on the status and results of the studies.
- **Public Scoping:** The Scoping process for the Project lasted from August 15, 2016, to October 14, 2016 to provide the public and agencies an early opportunity to inform the range of alternatives for consideration in the DEIS. FRA and DDOT held a Public Scoping Meeting for the Project on September 14, 2016.
- **Public Involvement:** FRA and DDOT continued to engage the public through the NEPA process. FRA and DDOT conducted outreach and encouraged feedback through the Project website, comment forms, electronic mailing lists, public comment periods, and public information meetings. Public meetings were held on May 16, 2017 for the Level 1 Concept Screening; December 14, 2017 for the Proposed Alternatives; November 29, 2018 for the selection of the Preferred Alternative.
- **Public Hearing:** FRA and DDOT convened a public hearing to provide the public and agencies opportunity to express their comments on the content of the DEIS for the record on October 22, 2019.

2.7. Determinations and Findings Regarding Other Laws

2.7.1. Section 106 of the National Historic Preservation Act of 1966

FRA completed consultation in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation, which requires federal agencies to consider the impacts of their undertakings on historic properties.¹⁸ Section 106 regulations require that FRA identify historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) within the Project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, or mitigate any adverse effects; and consult with the District's State Historic Preservation Officer (SHPO), as represented by DC SHPO, Virginia's SHPO, as represented by VDHR, and other consulting parties throughout the Section 106 process.

FRA determined, with DC SHPO and VDHR concurrence, that the Project would result in adverse effects on the GWMP, the MVMH, East and West Potomac Parks, and National Mall Historic Districts. The adverse effects result from permanent change in ownership, construction of new railroad infrastructure

¹⁸ 36 CFR 800

within the boundaries of the historic properties, temporary construction access and staging, temporary and permanent visual effects, and/or temporary and permanent vegetation and plantings.

FRA also identified three terrestrial areas of high potential for archaeological resources and one submerged area of moderate potential within the Project's limits of disturbance. The need for further investigations will be determined later using a phased identification approach and in consultation with the appropriate SHPO and Consulting Parties pursuant to the terms of the Programmatic Agreement (PA). Required investigations and evaluations would be conducted during Final Design once precise locations for ground disturbing activities have been identified.

A fully executed Section 106 PA between FRA, DC SHPO, VDHR, NPS, NCPC, and DRPT (the Signatories) containing conditions and stipulations regarding the Project is provided in **Appendix B** of this ROD. The PA is a refinement of the Draft PA that was included in the DEIS.

Refinements to the PA since the DEIS was published are the result of further coordination among the Signatories regarding Project minimization and mitigation commitments related to the affected historic properties and how best to define those in the PA.

2.7.2. Section 4(f) of the U.S. Department of Transportation Act of 1966

Section 4(f) of the United States Department of Transportation Act of 1966 protects publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and significant historic sites, whether publicly or privately owned.¹⁹ FRA generally relies on the Federal Highway Administration (FHWA) and FTA regulations implementing Section 4(f) at 23 CFR part 774, as well as associated policy guidance.²⁰ Section 4(f) requirements apply to all transportation projects that require funding or other approvals by the USDOT. As a USDOT agency, FRA must comply with Section 4(f). FRA may not approve a Project using a Section 4(f) resource unless it determines there is no other feasible and prudent alternative and the project incorporates all possible planning to minimize harm, or FRA determines the impact to the resource is *de minimis*.

The Selected Alternative would result in the use of seven Section 4(f) properties (see **FEIS Appendix A, Final Section 4(f) Evaluation**).²¹ When there is no feasible and prudent alternative to the use of a Section 4(f) resource, the Project must include all possible planning to minimize harm to the Section 4(f) property.

- **Long Bridge Park (*de minimis* impact):** The Selected Alternative would involve permanent incorporation of approximately 0.04 or 0.14 acres of the northeast corner of the park to accommodate the expansion of the railroad right-of-way.²² Because this small portion of the park is naturally vegetated with little recreational value and because the Selected Alternative

¹⁹ 49 USC 303 and 23 USC 138

²⁰ In October 2018, FRA joined the FHWA and FTA Section 4(f) implementing regulations at 23 CFR part 774.

²¹ Note that the GWMP, GWMP Historic District, and MVMH Historic District are counted as separate Section 4(f) properties despite having contiguous boundaries within the Study Area. Likewise, West Potomac Park, East Potomac Park and East and West Potomac Parks Historic District are separate Section 4(f) properties, despite West Potomac Park and East Potomac Park being wholly within East and West Potomac Parks Historic District.

²² The DEIS used publicly available parcel boundaries from Arlington County's GIS database, as well as GIS data from NPS. These two data sources conflicted when it came to the boundaries of Long Bridge Park and the GWMP. This conflict will need to be resolved through property research during later phases of design.

would not preclude future uses of planned recreational features, use of this small portion of the park would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f); therefore, FRA finds the use qualifies as *de minimis*.

Steps to minimize harm to the park include realigning the track design and modifications to access and staging areas to impact the park as little as practicable. Mitigation would be implemented through the installation of a new bike-pedestrian crossing that would enhance connectivity with the regional trail network. Recreational use of the affected portion of Long Bridge Park is currently limited due to its vegetated character and future plans for recreational use would not be impeded by the Project. These mitigation measures are detailed in the Final Section 4(f) Evaluation (**FEIS Appendix A**).

- **GWMP/GWMP Historic District/MVMH Historic District:**²³ The Selected Alternative would permanently incorporate either approximately 0.4 acres or 0.5 acres of the GWMP depending on the outcome of additional property research. The Selected Alternative would also have adverse effects to the GWMP and MVMH Historic Districts due to this incorporation of part of the Historic Districts, as well as removal of contributing vegetation that dates to the 1932 planting plan and was intended to screen the railroad bridge from motorists.

The Selected Alternative would occupy multiple sites on GWMP property for construction access and staging, totaling either approximately 3.4 or 3.8 acres. At each location, construction would require clearing shrubs and trees and fencing areas with signage. The Selected Alternative would also require the temporary closure of approximately 600 linear feet of the MVT found on the GWMP property. A detour would be provided during the trail closure.

In consultation with the NPS (GWMP and Region 1 - National Capital Area), FRA and DDOT made modifications to the locations of construction access and staging areas to reduce impacts to these resources. Minimization would also include development of a construction management plan to minimize temporary construction effects from noise and vibration and visual effects, development of a vegetation protection plan to preserve existing trees and vegetation to the extent possible, a detour for the temporary closure of a portion of the MVT, and implementation of a design review process to minimize impacts to the Historic Districts from introduction of a new visual element. Mitigation would include construction of a new bike-pedestrian crossing to provide connectivity with the regional trail network, funding for development and implementation of a vegetation restoration plan, interpretation plan, viewshed protection plan, and a cultural landscape inventory, compensation for the use of Parking Lots B and C during construction, and restoration of roadways and infrastructure following construction. These mitigation measures are detailed in the Final Section 4(f) Evaluation (**FEIS Appendix A**), Section 106 PA (**Appendix B**) and DRPT-NPS Mitigation Agreement (**Appendix C**).

²³ The GWMP is both an historic and a recreational resource. The GWMP also includes the MVMH, which is the original 15.2-mile segment of the scenic parkway commemorating the birth of George Washington.

- **West Potomac Park/East Potomac Park/East and West Potomac Parks Historic District:**²⁴ The Selected Alternative would permanently incorporate approximately 0.5 acres of land in East Potomac Park and 1.4 acres in West Potomac Park for new retaining walls, abutments, and bridges. It would also cause permanent loss of 50 parking spaces in NPS Parking Lot C to accommodate the new railroad tracks. The Selected Alternative would also remove up to four Japanese cherry blossom plantings, which are considered to be contributing resources to the Historic District. Addition of the new bridge would also obstruct views of the existing Long Bridge, which is a contributing structure to the Historic District. This would diminish the visual integrity of the contributing structure.

Temporary occupancy of East and West Potomac Parks would include construction access and staging areas in the existing NPS Parking Lots B and C, as well as existing grassy and open areas totaling approximately 3.4 acres of land.

In consultation with the NPS (NAMA and Region 1 - National Capital Area), FRA and DDOT made modifications to the locations of construction access and staging areas to reduce impacts to these resources. Minimization would also include development of a construction management plan to minimize temporary construction effects from noise and vibration and visual effects, development of a vegetation protection plan to preserve existing trees and vegetation to the extent possible, and implementation of a design review process to minimize impacts to the Historic District from introduction of a new visual element. Mitigation would include construction of a new bike-pedestrian crossing to provide connectivity with the regional trail network, and funding for development and implementation of a vegetation restoration plan, interpretation plan, viewshed protection plan, and a cultural landscape inventory. These mitigation measures are detailed in the Final Section 4(f) Evaluation (**FEIS Appendix A**), Section 106 PA (**Appendix B**) and DRPT-NPS Mitigation Agreement (**Appendix C**).

FRA finds that there is no feasible and prudent alternative to the use of Section 4(f) properties for the Project and the Selected Alternative includes all possible planning to minimize harm to the Section 4(f) properties resulting from such use. FRA and DRPT have committed to carrying out the terms of the Section 106 PA (**Appendix B**) and DRPT is committing to the DRPT-NPS Mitigation Agreement (**Appendix C**). The measures to minimize harm to Section 4(f) resources are included in the list of mitigation measures in **Table 2-2**.

2.7.3. Air Quality Conformity

The CAA of 1970, as amended and the Conformity Rule are the primary Federal legislations regulating air quality. These regulations play a role in setting the nation's air quality standards for pollutants and adopting emission control programs.^{25,26} As part of the environmental review process, FRA conducted an analysis of potential emissions from the Project pursuant to 40 CFR part 93. FRA has determined that

²⁴ East Potomac Park is a recreational resource located on a manmade island in the Potomac River. West Potomac Park is a recreational resource encompassing the western end of the National Mall, the Tidal Basin, and the Jefferson Memorial. East and West Potomac Parks Historic District is an historic resource encompassing 730 acres of parkland including East Potomac Park and West Potomac Park.

²⁵ 42 USC 7401

²⁶ 40 CFR parts 51 and 93

Project-generated predicted annual pollutant emissions are below General Conformity *de minimis* thresholds and that no General Conformity determination is required.

2.7.4. Coastal Zone Management

The Coastal Zone Management Act of 1972 (CZMA) protects coastal areas and the surrounding habitat by defining inland coastal areas and the protection of these buffer zones within CZMA. Virginia participates in the National Coastal Zone Management Program (CZMP) and has a state coastal zone management plan that includes Arlington County. The District does not have a coastal zone management plan. Any Federal activities within the coastal zone must be consistent with the criteria set forth in the approved state plan or program. To comply with CZMA, the Federal agency must identify activities that would affect the coastal zone, including development projects, and review them for consistency with the state-specific coastal zone management plan.

The Selected Alternative would be consistent with the enforceable policies of Virginia's CZMP, as described in the Federal Consistency Determination, with which the VDEQ concurred on September 30, 2019 (see **Appendix I, Additional Agency Correspondence**). The Federal Consistency Determination commits the Project Sponsor to a variety of actions related to consistency with Virginia's CZMP, including obtaining permits and approvals related to stormwater management, RPAs, coastal lands, water resources, and other environmental resources.

2.7.5. Section 7 of the Endangered Species Act

Section 7 of the Endangered Species Act (ESA) and its implementing regulations (50 CFR part 402) requires Federal agencies to consult with the U.S. Fish and Wildlife Services (USFWS) to ensure that actions are not likely to jeopardize the continued existence of threatened or endangered fish, wildlife, or plant species or result in the destruction or adverse modification of designated critical habitat for any such species.²⁷ On December 4, 2017, FRA and DDOT sent formal project review requests to the USFWS, National Marine Fisheries Service (NMFS), Virginia Department of Conservation Resources (VDCR), and District Department of Energy and Environment (DOEE) to obtain information on the potential occurrence of any RTE species and ecologically sensitive communities near the Local Study Area. In a January 2, 2018, project review email, the NOAA Fisheries Protected Resources Division indicated that the Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) and shortnose sturgeon (*Acipenser brevirostum*) are present in the Potomac River. Confirmation from DOEE regarding the presence of RTE species in the District identified that three Federally listed species are known to occur in or may occur in the District of Columbia: shortnose sturgeon, northern long-eared bat (*Myotis septentrionalis*), and Hay's spring amphipod (*Stygobromus hayi*). However, DOEE stated that according to current observations, surveys, and data derived from the District's Wildlife Action Plan, no listed species were found within the Local Study Area. Based on an initial screening using the USFWS IPaC system, no other state or Federally listed species or critical habitats have been documented or are likely to occur within the RTE Local Study Area.

On September 3, 2019 FRA submitted a letter to the National Marine Fisheries Service (NMFS) initiating consultation and requesting concurrence with the determination that the construction of the Selected Alternative may affect, but is not likely to adversely affect shortnose and Atlantic sturgeon and Atlantic sturgeon Critical Habitat. The letter committed to investigating additional impact minimization

²⁷ 50 CFR 402

techniques as the Project moves into more detailed design phases, further reducing potential effects on shortnose and Atlantic sturgeon and Atlantic sturgeon Critical Habitat within the Action Area. NMFS concurred with this determination on October 24, 2019 (see **Appendix I, Additional Agency Correspondence**).

Re-initiation of consultation is required and shall be requested by the Federal agency or by NMFS, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this consultation or; (c) If a new species is listed or critical habitat designated that may be affected by the identified action.

2.7.6. Wetlands Finding

FRA is required to make findings pursuant to Executive Order 11990, Protection of Wetlands (EO 11990), and the U.S. Department of Transportation Wetlands Order, DOT Order 5660.1A. In addition, NPS Director's Order 77-1 (DO 77-1) establishes the policies, requirements, and standards through which NPS meets its responsibilities to protect and preserve wetlands in compliance with EO 11990. NPS has jurisdiction over the Potomac River in the area impacted by the Selected Alternative. In compliance with DO 77-1, NPS has prepared a Statement of Findings for Wetlands (see **Appendix H**).

The Selected Alternative would have no impacts to wetlands regulated under Section 404 of the Clean Water Act, as described in **Chapter 6.0, Water Resources and Water Quality** in the DEIS. However, it would cause permanent impacts to approximately 0.5 acre and temporary impacts to approximately 1.1 acres of the Potomac River and Washington Channel.²⁸ Of these impacts, approximately 0.26 acre of permanent impact and approximately 0.83 acre of temporary impact would occur in areas of the Potomac River with a water depth below 2.5 meters, meaning that these waters are classified as riverine wetlands and are therefore addressed in the NPS Statement of Findings.

FRA and DDOT have made efforts throughout the planning and conceptual design process, and DRPT would continue to do so during future phases of final design, to further avoid and minimize impacts to wetlands to the extent practicable. Permits would be obtained from NPS, U.S. Army Corps of Engineers (USACE), USCG, DOEE, and VDEQ prior to construction activities. Commitments for mitigation for unavoidable impacts are described in **Table 2-2**. Additional mitigation would be developed in coordination with regulatory agencies during the permitting process and incorporated into final design for both temporary and permanent impacts. If permanent impacts to wetlands and other waters of the U.S. from construction activities require compensatory mitigation, the final compensatory mitigation plan would be determined during the permitting process, in coordination with the regulatory agencies, including incorporation of previously agreed upon compensatory mitigation arising from the NPS Statement of Findings or other applicable agreements.

²⁸ While not wetlands, these water bodies are considered Waters of the United States and are therefore subject to Section 404 requirements. As stated in **Section 2.5, Monitoring and Enforcement**, it is anticipated that impacts would be subject to a Nationwide Permit #15.

Based upon these efforts and future mitigations, FRA and NPS determine that the Project is consistent with the requirements of EO 11990 and FRA determines that the Project is also consistent with the requirements of DOT Order 5660.1A.

2.7.7. Floodplains Finding

U.S. DOT Order 5650.2 implements EO 11988, Floodplain Management. This order states that FRA may not approve an alternative involving a significant encroachment of the floodplain unless FRA can make a finding that the proposed encroachment is the only practicable alternative. In addition, NPS Director's Order 77-2 (DO 77-2) applies to all NPS proposed actions, including the direct and indirect support of floodplain development, that could adversely affect the natural resources and functions of floodplains or increase flood risks. However, while the Selected Alternative is located in the 100-year and 500-year floodplain, it does not fall into any of the action classes which require a Statement of Findings for Floodplains and therefore one was not prepared.

The Selected Alternative would require 22 new piers within the Potomac River as well as earthwork, abutments, and piers within the upland in and adjacent to the floodplain. Construction of the bridge embankments and piers would result in an impact of approximately 12,000 cubic yards within the Federal Emergency Management Agency (FEMA)-designated 100-year floodplain. However, FRA has determined that none of the floodplain encroachments represent a significant encroachment because:

- The Selected Alternative would not result in a considerable probability for loss of human life because it would pose no significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route;
- The likely future damage associated with the encroachment would not be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility, because the railroad tracks in the Selected Alternative would be located on bridges and embankments above the 100-year and 500-year flood levels;
- The Selected Alternative would not pose a significant flooding risk, nor would it increase flood height elevations or the probability of flooding, or the potential for property loss and hazard to life; and
- The Selected Alternative would not have significant adverse effects on natural and beneficial floodplain values.

Minimization efforts would include pier support design having an elliptical shape that would allow smoother flood flow conveyance underneath the bridge with minimal turbulence and hydraulic force against the pier walls. Avoidance and minimization measures during construction would include establishing staging yards landward of the 100-year floodplain as much as possible. While several construction staging sites must be placed in the floodplain, the contractor would be required to adhere to a plan of action in the event of an oncoming flood event. Mitigation of temporary effects would, at a minimum, involve restoration of temporarily disturbed areas and construction zones and measures within the floodplain to return them to the pre-existing condition. Refinement of measures to avoid or minimize work in the floodplain would take place in the design phase. Application of these measures by DRPT during the construction phase would reduce the potential for any net rise in the base flood or impacts to the floodplain from construction activities.

The Project would be designed and constructed in accordance with Executive Orders 11988-Floodplain Management; the Virginia Erosion and Sediment Control Regulations; and the Virginia Stormwater Management Law and regulations. The Project would include an erosion and sediment control plan and a stormwater management plan approved by the Virginia DEQ, or local water quality protection criteria at least as stringent as the above state requirements. The Project would also undergo a floodplain review with DCRA, DOEE, and Homeland Security and Emergency Management Agency (HSEMA) for a permit in accordance with the Floodplain Review Flowchart. DRPT would implement these floodplain avoidance and minimization efforts, including compliance with Executive Order 11988, erosion and sediment control, and stormwater management requirements, on an incremental basis as specific subprojects are funded and advanced through final design and construction. Based upon these findings, FRA and NPS determine that the Project is consistent with the requirements of Executive Order 11988.

2.7.8. Environmental Justice

EO 12898 of February 11, 1994: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, directs Federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse environmental effects of Federal agency actions (including transportation projects) on minority and low-income populations. FRA and DDOT conducted data collection and analysis to determine the presence of and effects of the Long Bridge Project on any Environmental Justice populations in accordance with EO 12898, Title VI of the Civil Rights Act of 1964, and U.S. DOT Order 5610.2(a). Because FTA is a Cooperating Agency, the analysis for the Project is also consistent with FTA Circular 4703.1, which provides guidance for incorporating Environmental Justice principles into plans, projects, and activities subject to adoption of or approval by FTA.

As a result of the analysis as detailed below, FRA and NPS have determined that the Selected Alternative does not have disproportionate adverse effects on Environmental Justice populations. Based upon these findings, FRA determines that the Project is consistent with the requirements of Executive Order 12898.

2.7.8.1. Assessment of Disproportionately High and Adverse Effects

The Selected Alternative would not cause disproportionately high adverse effects on Environmental Justice populations. The Environmental Justice analysis considered the geographical distribution of the potentially adverse impacts and whether they would occur in areas with a high proportion of minority or low-income persons; fall mostly on facilities or activities of cultural or economic importance to such populations; or otherwise affect minority or low-income persons more than the general population. This approach addressed direct and indirect impacts from the operation of Long Bridge after the completion of the Project and impacts from the construction of the Project.

With regards to Environmental Justice, the Preferred Alternative would not:

- Result in disproportionately high permanent adverse impacts on low-income or minority populations;
- Deny low-income or minority populations benefits from the Project;
- Disproportionately impose environmental impacts on minority or low-income persons;
- Disproportionately affect facilities or services of importance to minority or low-income persons; and

- Would not displace any minority or low-income persons.

Permanent cultural resources impacts and temporary transportation, air quality, noise, and cultural resources impacts would overlap with Environmental Justice populations. As detailed in the DEIS in **Chapter 20, Environmental Justice (Lines 261-308)**, all users regardless of race, ethnicity, or socioeconomic status would experience these impacts. Therefore, the Selected Alternative would not cause disproportionately high adverse effects on Environmental Justice populations.

In addition, the Selected Alternative would permanently affect approximately 0.5 acres of East Potomac Park and 1.4 acres of West Potomac Park. Within West Potomac Park, construction would cause temporary impacts to NPS Parking Lots B and C. Within East Potomac Park, construction would cause temporary impacts to the ballfield along Ohio Drive SW near the NAMA Headquarters for construction staging. The surface parking areas are heavily used during events such as the National Cherry Blossom Festival, but lightly used most of the rest of the year. Local District residents including Environmental Justice populations who live nearby use East Potomac Park for activities such as cycling along Ohio Drive, walking on trails, and picnicking along the waterfront. However, the effects would not alter the recreational opportunities available to local residents because the majority of these activities take place south of Buckeye Drive, away from the location of impacts to the park.

2.7.8.2. Coordination with Environmental Justice Communities

As described in the DEIS in **Chapter 20.7, (Lines 328-402) Coordination with Environmental Justice Communities**, FRA and DDOT have provided opportunities for meaningful public involvement prior to and throughout the NEPA process through the Project website, contact list, public information meetings, and public comment periods. FRA and DDOT implemented an Agency and Public Coordination Plan in accordance with the requirements of 23 USC 139.

FRA and DDOT have held five public meetings during the NEPA process, including the Scoping meeting and the public hearing on the DEIS. The Project website, newspaper advertisements (*Washington Post Express*, *El Tiempo Latino*), press releases, email blasts, local distribution of meeting flyers (nearby public facilities, community groups), and social media (FRA and DDOT Facebook and Twitter) have been used to publicize all public meetings. Advertisements have been published in Spanish, translation services have been available to public meeting attendees, and American Sign Language interpreters have been available at meetings. Meeting announcements have included information on how to request special accommodations and language assistance services (translation or interpretation).

DDOT is committed to providing all citizens, regardless of race, color, age, gender, or national origin, the opportunity to participate in and respond to transportation plans, programs, and activities that may affect their community. To help ensure DDOT reaches this goal and maintains compliance with Title VI of the Civil Rights Act of 1964 and all relevant Federal and local nondiscrimination laws, DDOT asked participants at each meeting to voluntarily complete a Title VI public involvement questionnaire. DDOT initiated public outreach for the Project in 2012, prior to the initiation of the NEPA process, with the Phase I Study and development of the Project website (www.longbridgeproject.com). The Phase I Study included three public meetings conducted in an open-house format between November 2012 and December 2013. DDOT announced meetings through advertisements in the *Washington Post*, postcards distributed at Metro stations during morning commute hours, and email distributed to the Project mailing list. Following the initiation of the Phase II Study, FRA and DDOT held a public meeting on

February 10, 2016, to update the public on the Project status and schedule. DDOT and FRA announced this meeting through an advertisement in the *Washington Post Express*, website notification, and email distribution to the Project mailing list.

2.7.9. Realty Transaction

The GWMP, West Potomac Park, and East Potomac Park are owned by the U.S. Government and administered by the NPS under the provisions of the NPS Organic Act of 1916.²⁹ The law gives the NPS the management authority to protect the resources and values of the parks it operates. NPS participated in the NEPA process as a Cooperating Agency due to the potential for Project impacts to Federal park property and other Federal lands including the GWMP, National Mall and Memorial Parks, Captain John Smith Chesapeake National Historic Trail, the Star-Spangled Banner National Historic Trail, Potomac Heritage National Scenic Trail, the Washington-Rochambeau Revolutionary Route National Historic Trail, and the Potomac River bottom. The NPS has worked collaboratively with FRA, DDOT, and DRPT throughout the environmental review process.

DRPT is coordinating with the NPS to identify the appropriate mechanism by which it could transfer, exchange or dispose of lands or interests therein, including in GWMP (approximately 1.1 acre), East Potomac Park (approximately 0.5 acre), and West Potomac Park (approximately 1.7 acre). While potential mechanisms could include an exchange of land in accordance with 54 USC 102901(b), congressional authorization is likely necessary to facilitate the transfer of sufficient interests in NPS lands to DRPT for the Long Bridge Project. If a land exchange is pursued, DRPT and NPS would identify appropriate properties for the exchange during final design.

NCPC has approval authority over Federal projects within the District, including all land transfers and physical alterations to Federal property such as the NPS park property identified above. NCPC also has advisory review authority over District of Columbia property, or Federal property outside the District of Columbia, including Arlington County, that may be affected by the Project, pursuant to the National Capital Planning Act of 1952.³⁰ To facilitate NCPC review, **Table 2-4** provides a summary of the impacts to the property to be exchanged or transferred. NCPC plans to issue a separate ROD for their action related to the Project.

²⁹ 54 USC 100101

³⁰ 40 USC 8701

Table 2-4 | Impacts to Land Exchange/Transfer Parcels (inclusive of Bike-Pedestrian Crossing)

	GWMP	East and West Potomac Parks	Commitment/ Mitigation ID (see Table 2-2)
Amount of Property to be Transferred/ Exchanged	Approx. 0.9 or 1.1 acres	Approx. 2.2 acres (East Potomac Park: approx. 0.5 acre West Potomac Park: approx. 1.7 acres)	A12; A13; A15; B60; B63
Impervious Area Change	Approx. 6,500 SF	Approx. 2,000 SF	B23
Trees Affected	Approx. 70	Approx. 170	B01; B02; B03; B07; B08; B58; B69; C03; C04; C05; C06
Larger Trees (greater than 34-in trunk diameter) Affected	3	8	B02; B07; B08; B69; C03; C04; C05; C06; C10; C11
Cherry Blossom Plantings Affected	n/a	4	B02; B07; B08; B69; C03; C04; C05; C06; C10; C11
Visual Impacts	<ul style="list-style-type: none"> Minor to moderate adverse impacts to views along the GWMP due to additional bridge crossing the roadway and removal of vegetation and trees included as part of the original parkway design. 		<ul style="list-style-type: none"> Generally negligible adverse impacts to views from East Potomac Park, due to distance of views and the number of bridges within the existing viewshed. Major adverse impacts to views in West Potomac Park immediately adjacent to the existing railroad bridge along Ohio Drive SW. Removal of mature trees and the construction of a retaining wall to support the new tracks, replacing the existing vegetated embankment, would make the railroad infrastructure more prominent.

2.8. Conclusion

FRA has carefully considered the Project record including, the DEIS, FEIS, and associated technical reports and analysis; the Section 4(f) Determination; the mitigation measures required including commitments made in the Section 106 PA and the DRPT-NPS Mitigation Agreement; and the written and oral comments offered by agencies, stakeholders, and the public on this record. Based on this consideration, FRA has determined that the Selected Alternative is the best option for the Long Bridge Project and that its approval of the Selected Alternative is in the best interest of the public. FRA has further determined that all practicable measures to minimize environmental harm have been incorporated into Selected Alternative and that appropriate commitments are outlined in this FEIS/ROD to be implemented by the Project Sponsor, now DRPT, in final design, construction contracts, and post-construction monitoring. After consultation with FRA, DDOT, and DRPT, review of the FEIS and other NEPA documentation, NPS, in accordance with 43 CFR 46.120, concurs with FRA's decision.

Appendix A:

Final Section 4(f) Evaluation

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1.0 Introduction

Section 4(f) of the United States Department of Transportation Act of 1966 states that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”¹ This evaluation discusses:

- The legal requirements for compliance with Section 4(f);
- Project purpose and need;
- Alternatives;
- The identification of Section 4(f)–protected properties within the Long Bridge Study Area;
- An analysis of effects to Section 4(f) properties because of the Action Alternatives, taking into consideration potential avoidance alternatives and minimization measures;
- An evaluation of potential uses of Section 4(f) properties;
- Additional measures to minimize harm to Section 4(f); and,
- A conclusion statement specifying the alternative having the least overall harm to Section 4(f) properties.

1.1. Section 4(f) Applicability

Section 4(f) prohibits an operating administration of the Department of Transportation, including the Federal Railroad Administration (FRA), from approving a project that uses public parks and recreational lands, wildlife refuges; and public or private historic sites eligible for listing in the National Register of Historic Places (NRHP), unless it determines there is no feasible and prudent alternative to avoid the use and the project includes all possible planning to minimize harm to the resources, or determines that the impact would be *de minimis*.² FRA generally relies on the Federal Highway Administration and Federal Transit Administration regulations implementing Section 4(f) at 23 CFR part 774, as well as associated policy guidance.³

The Section 4(f) process includes coordination with Officials with Jurisdiction (OWJ) over the Section 4(f) resources. The OWJ for historic sites is the State Historic Preservation Officer or Tribal Historic Preservation Officer, if on Tribal land. The OWJ for parks and other recreational resources is generally the property owner. FRA must also coordinate with the United States Department of Interior (DOI) when FRA makes a Section 4(f) finding or when a project would use property managed by DOI. As appropriate, FRA must also coordinate with the United States Department of Agriculture (USDA) and the United

¹ 49 USC 303(a)

² 49 USC 303 (c,d)

³ FRA formally joined 23 CFR part 774 through a rulemaking completed in October 2019. 83 FR 54480 (October 29, 2019).

States Department of Housing and Urban Development (HUD), as well as relevant state and local officials.

1.2. Project Purpose and Need

The Long Bridge Corridor is a two-track railroad system extending approximately 1.8 miles between Arlington, Virginia, and Washington, DC (the District) that includes Long Bridge, a bridge crossing the Potomac River. Constructed in 1904, Long Bridge is located in the Washington Monumental Core, the symbolic and Federal center of the District. The existing Long Bridge is owned and operated by CSX Transportation (CSXT), a Class I freight railroad, which also operates the Long Bridge Corridor. In addition to CSXT freight trains, Amtrak and Virginia Railway Express (VRE) also currently use the bridge. The Long Bridge Corridor includes Federal parkland managed by the National Park Service (NPS); historic and cultural properties; the Potomac River; residential buildings, offices, and hotels; and transportation facilities (VRE L'Enfant Station, Long Bridge, Washington Metropolitan Area Transit Authority [WMATA] Metrorail right-of-way and bridge, five other railroad bridges, four roadway bridges, and numerous pedestrian and bicycle trails).

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor.⁴ Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network. **Chapter 2, Purpose and Need** in the **Long Bridge Project Draft Environmental Impact Statement (DEIS)**, describes the Purpose and Need in more detail. The DEIS is available online at <http://longbridgeproject.com/deis/>.

1.3. Alternatives

If the Project will use a Section 4(f) resource, and FRA does not find the impact is *de minimis*, FRA must complete an analysis to determine whether a feasible and prudent⁵ avoidance alternative exists (see **Section 4.0, Avoidance Alternatives Analysis**).

Chapter 3, Alternatives, and **Appendix B1 of the DEIS, Alternatives Development Report**, describe the process through which FRA and the District Department of Transportation (DDOT) identified and evaluated the Action Alternatives and No Action Alternative for the Project. FRA and DDOT identified a broad and reasonable range of concepts, in addition to a No Action Alternative, to address the Project's Purpose and Need. The Lead Agencies examined the results of pre-NEPA Phase I and II Studies; considered input from the agency and public outreach process; and coordinated with railroad stakeholders CSXT, Amtrak, and VRE. FRA and DDOT developed 18 preliminary action concepts and the No Action Alternative for consideration. During the alternatives analysis process, FRA and DDOT

⁴ Railroad reliability is the continuity of correct service. Reliability can be divided into two related concepts, regularity and punctuality. Regularity is the variation in headways, while punctuality relates to the deviation from the scheduled arrival and departure times. Service reliability is a key factor affecting the traveling public's choice of transportation mode and in efficient, cost-effective transportation of freight.

⁵ An alternative is not feasible if it cannot be constructed as a matter of sound engineering. An alternative is not prudent if it compromises the project to a degree that is unreasonable to proceed; it results in acceptable safety or operational problems; it still causes severe social, economic, or environmental impacts after reasonable mitigation; it results in additional construction, maintenance, or operational costs of an extraordinary magnitude; or it causes other unique problems or unusual factors.

considered opportunities to avoid or minimize impacts to resources, including properties protected under Section 4(f).

After two levels of screening, FRA and DDOT determined two Action Alternatives met the Purpose and Need and were feasible and carried these alternatives forward in the DEIS analysis. The Action Alternatives vary in whether they retain or replace the existing Long Bridge over the Potomac River and the railroad bridge over the George Washington Memorial Parkway (GWMP). Both Action Alternatives expand the north-south Long Bridge railroad Corridor from two to four tracks and include necessary infrastructure improvements between RO Interlocking in Arlington, Virginia, and LE Interlocking in the District. **FRA and DDOT selected Action Alternative A as the Preferred Alternative.** This alternative keeps the existing two-track Long Bridge crossing the Potomac River and builds a new two-track bridge immediately upstream from the existing bridge. It also constructs a new two-track bridge over the GWMP west of the existing bridge. Action Alternative B builds a new two-track bridge immediately upstream from the existing bridge, constructs a new bridge over the GWMP, and replaces the existing bridges over the Potomac River and the GWMP with new two-track bridges.

2.0 Section 4(f) Protected Properties

Figure 2-1 shows the Section 4(f)–protected parks in the Local Study Area. **Table 16-1** in **Chapter 16** of the **DEIS, Parks and Recreation Areas**, lists the public parks, public recreation areas, and wildlife refuges in the Local Study Area.

Figure 2-2 displays the Area of Potential Effects for historic sites under Section 106 of the National Historic Preservation Act, which is the same area as the Local Study Area for Section 4(f)–protected historic sites. **Table 15-1** in **Chapter 15** of the **DEIS, Cultural Resources**, provides a listing of the Section 4(f)–protected historic sites that are listed on, or determined eligible for listing in, the NRHP. **Appendix E1** of the **DEIS, Area of Potential Effects and Historic Properties Technical Report**, provides more detailed information on the location and significance of the historic sites in the Local Study Area.

FRA identified archaeologically sensitive areas through a Phase IA Archaeological Assessment conducted for the Project (see **Appendix E4** of the **DEIS, Phase IA Archaeological Assessment Technical Report**). FRA has not evaluated these sites for NRHP eligibility or their value for preservation in place.⁶ Therefore, no Section 4(f)–protected archaeological properties have been identified to date. Any archaeological resources discovered prior to or during construction would undergo Section 4(f) evaluation to determine their eligibility as protected properties under Section 4(f) and, if necessary, to evaluate any feasible and prudent avoidance alternatives.

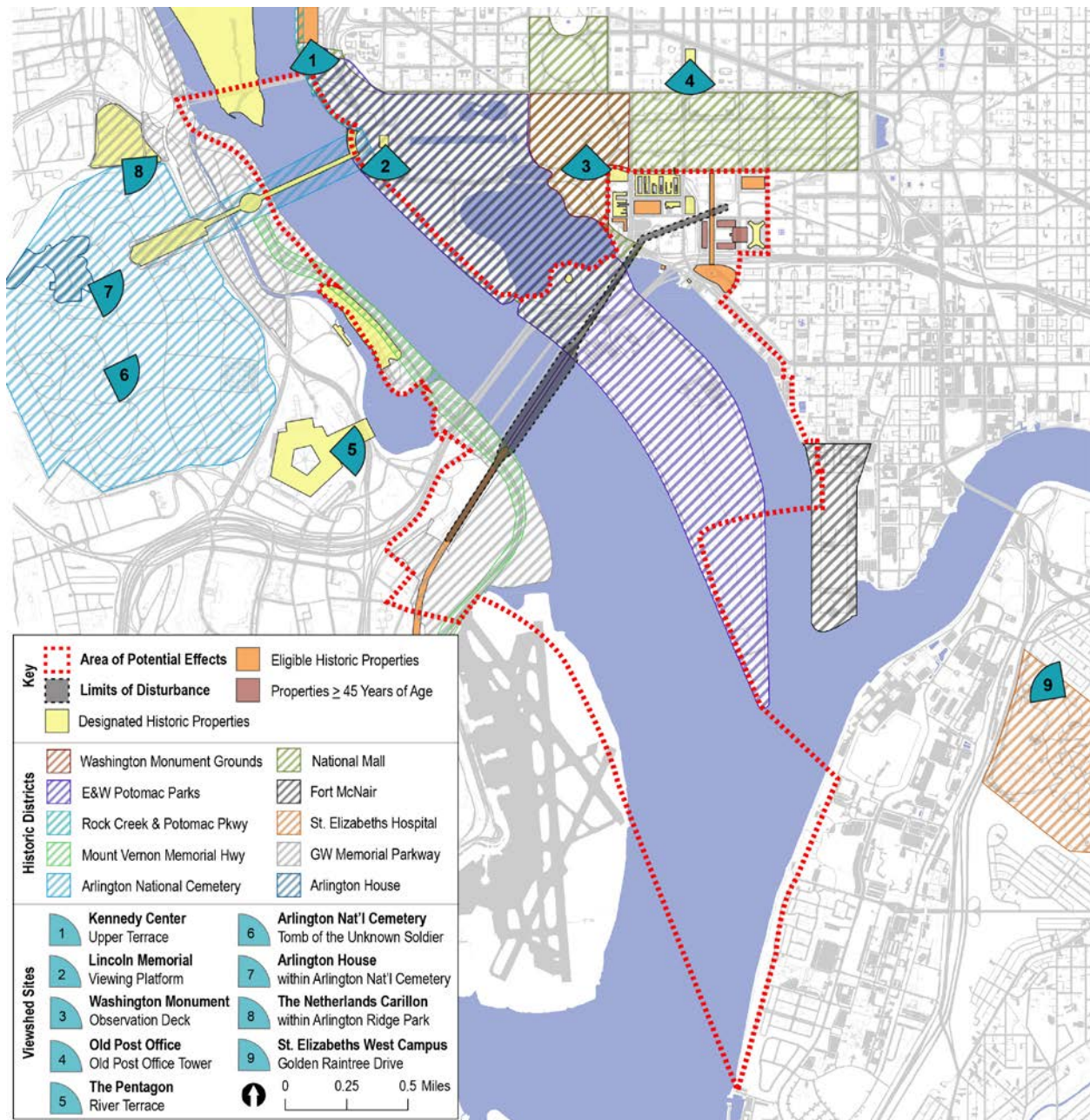
⁶ When FRA, in consultation with the District of Columbia State Historic Preservation Office (DC SHPO) and Virginia Department of Historic Resources (VDHR), determines that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value to preservation in place.

95 **Figure 2-1** | Section 4(f) Park Properties and Index Map



96

97 **Figure 2-2 | Historic Sites**



98

3.0 Use of Section 4(f) Properties

This section identifies uses of Section 4(f) properties for each Action Alternative, based on the analyses presented in **Chapters 5 through 21** of the **DEIS**. A “use” would occur when:

- A transportation facility permanently incorporates land;
- There is a temporary occupancy of land that is adverse in terms of the statute’s preservationist purposes;⁷ or
- The transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection are substantially impaired or diminished. This is referred to as a constructive use.

FRA may also determine an impact is *de minimis*. In such cases, FRA may satisfy the requirements of Section 4(f) where:⁸

- For historic sites, FRA determines as part of the Section 106 process that the transportation project would have no adverse effect on the historic site, or there would be no historic sites affected by the transportation project. The SHPO and ACHP (if participating in the consultation process) must concur with this finding in writing. In addition, FRA must consider the views of any consulting parties participating in Section 106 consultation.
- For parks, recreation areas, and wildlife and waterfowl refuges, FRA determines that the transportation use of the Section 4(f) resource, together with any avoidance, minimization, and mitigation or enhancement measures, does not adversely affect the activities, features, or attributes that qualify the resource for protection. FRA must give the public an opportunity to review and comment, and the OWJ over the property concurs with FRA’s determination.

Table 3-1 provides a summary of the results of the Section 4(f) evaluation for the properties analyzed in detail. In addition, **Table 3-2** lists Section 4(f)-protected historic sites with no Section 4(f) use and for which a detailed analysis was not conducted. These sites are outside the limits of disturbance for either Action Alternative and would have no adverse effect as determined through the Section 106 consultation process (see **Appendix E3** of the **DEIS**, **Section 106 Assessment of Effects Report**). Therefore, these historic sites would have no use under Section 4(f) and it was not necessary to address them elsewhere in the Section 4(f) evaluation.

⁷ Certain temporary occupancies are exempt from Section 4(f) when FRA determines the following conditions are met: (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land; (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal; (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; (4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and (5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

⁸ 49 USC 303(d)

128 The impacts summarized in **Table 3-1** would still remain after all possible planning to minimize harm
 129 (that is all possible measures have been undertaken to minimize or mitigate for adverse impacts). The
 130 sections below describe these findings by resource and alternative.

131 **Table 3-1** | Summary of Results of the Section 4(f) Evaluation

Section 4(f) Property	Official with Jurisdiction	Resource Type	Action Alternative A	Action Alternative B
Long Bridge Park	Arlington County	Parkland	<i>de minimis</i> impact	<i>de minimis</i> impact
GWMP	NPS	Parkland	Use	Use
GWMP Historic District	NPS, VDHR	Historic Site	Use	Use
Mount Vernon Memorial Highway (MVMH) Historic District	NPS, VDHR	Historic Site	Use	Use
Mount Vernon Trail (MVT)	NPS	Parkland	No use	No use
East Potomac Park	NPS	Parkland	Use	Use
West Potomac Park	NPS	Parkland	Use	Use
East and West Potomac Parks Historic District	NPS, DC SHPO	Historic Site	Use	Use
Hancock Park (Reservation 113)	NPS	Parkland	No use	No use
Plan of the City of Washington	NPS, DC SHPO	Historic Site	No use	No use

132

Table 3-2 | Section 4(f)-Protected Historic Sites with No Section 4(f) Use or Detailed Evaluation

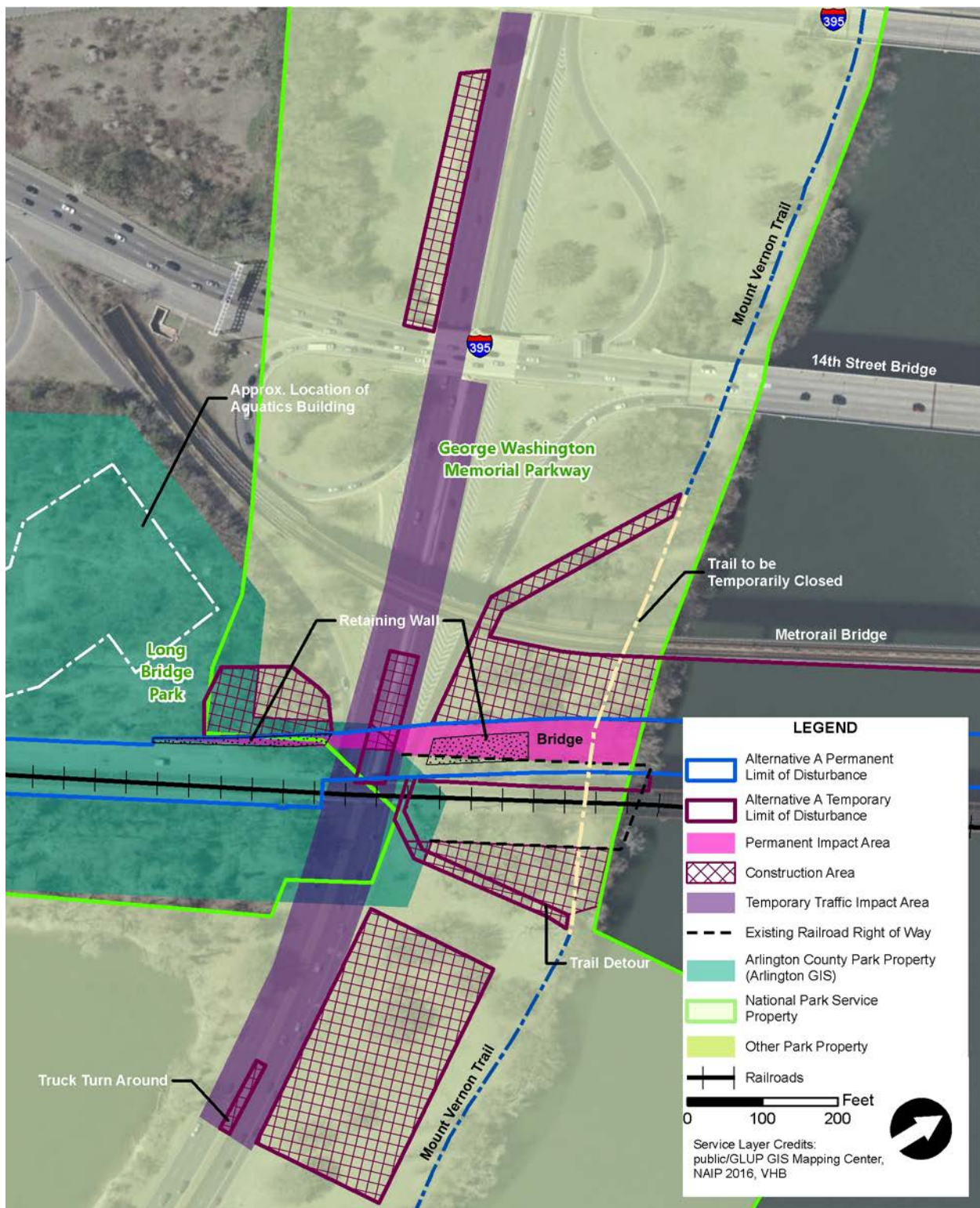
Section 4(f) Property	Section 4(f) Property
National Mall Historic District	Lyndon B. Johnson Memorial Grove
Rock Creek and Potomac Parkway Historic District	Lincoln Memorial
Fort Leslie J. McNair (The Old Arsenal) Historic District	Arlington Ridge Park
Washington Monument and Grounds Historic District	Old Post Office
Arlington House, The Robert E. Lee Memorial Historic District	The Pentagon
Arlington National Cemetery Historic District	Bureau of Engraving and Printing Annex
St. Elizabeth's Hospital Historic District	Federal Office Building 10A (Orville Wright Building)
Thomas Jefferson Memorial	Benjamin Banneker Park/Overlook; Tenth Street Overlook
Central Heating Plant	Richmond, Fredericksburg and Potomac Railroad HD
USDA Cotton Annex	Washington Marina Building
HUD Building (Robert C. Weaver Federal Building)	L'Enfant Promenade
USDA South Building	Lady Bird Johnson Park
Bureau of Engraving and Printing	John F. Kennedy Center for the Performing Arts
Auditor's Building Complex	Liberty Loan Federal Building
Arlington Memorial Bridge (and related features)	Astral Building
Titanic Memorial	Comsat Building
Lunch Room Building and Oyster Shucking Shed	Loew's L'Enfant Plaza Hotel
Cuban Friendship Urn	USPS Building
Theodore Roosevelt Island National Memorial (Analostan Island)	

3.1. Long Bridge Park

Long Bridge Park is a Section 4(f) recreational resource owned and administered by Arlington County. The park provides a variety of recreational uses including sports fields, walkways, playgrounds, and scenic viewing. Arlington County is currently building the next phase of the park, which includes an aquatic center and trail loop just north of the existing facilities.

Arlington County and NPS parcel data conflict where Long Bridge Park and the GWMP meet (**Figure 3-1**). Therefore, the analyses below present ranges for park property affected by the Action Alternatives. A title search and survey during later design phases would determine specific property lines.

144 **Figure 3-1** | Action Alternative A Impacts: Long Bridge Park, GWMP, and MVT



145

3.1.1. Action Alternative A (Preferred Alternative)

The expanded railroad right-of-way and construction access required for Action Alternative A would permanently incorporate either approximately 0.04 or 0.14 acres and temporarily occupy either approximately 0.01 acres or 0.3 acres of Long Bridge Park. The project would not adversely affect the activities, features or attributes of the park. Therefore, FRA has determined the use of Long Bridge Park would be *de minimis*. In addition, construction activities within the park would meet the requirements for a temporary occupancy exception, and therefore there is no temporary use. Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

3.1.1.1. Permanent Incorporation Analysis

At the northeast corner of the park, Action Alternative A would permanently expand the railroad right-of-way along the western side of the existing railroad and would encroach into a small, wooded portion of Long Bridge Park (**Figure 3-1**). Available GIS parcel data from Arlington County depicts Arlington County ownership of Long Bridge Park as extending across the existing GWMP roadway just north of the wooded area described above. Based on Arlington County data, the permanent incorporation of Long Bridge Park property discussed above would result from the new bridge over the GWMP roadway. This property information conflicts with GIS parcel data from NPS. As a result, the permanent incorporation of Arlington County property would amount to either approximately 0.04 or 0.14 acres.

Recreational use of this area is currently limited due to its vegetated character. According to Arlington County's Long Bridge Park Master Plan, in the future this area will include a meadow, a loop trail, and wooded vegetation. The loop trail may need to be reconfigured where it would run alongside the current railroad right-of-way. Because this small portion of the park is naturally vegetated with little recreational value and because Action Alternative A would not preclude future use of the loop trail, use of this small portion of the park would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f); therefore, FRA has determined the use of Long Bridge Park would be *de minimis*. Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

3.1.1.2. Temporary Occupancy Analysis

Action Alternative A would temporarily occupy up to approximately 0.3 additional acres at the northeast corner of Long Bridge Park throughout the construction duration of 4 years and 2 months (**Figure 3-1**). Contractors would use this area for staging and access during construction of the new bridge crossing the GWMP. This area currently consists of scrub-shrub vegetation and Arlington County does not use it for recreation. Use as a staging area would require the clearing of vegetation and possibly hauling in dirt to create a level yard. The Long Bridge Park Master Plan calls for a newly created meadow on sloping land in this area as well as a future extension of the esplanade with landscaped plantings as part of the Long Bridge Aquatics and Fitness Center and Park Expansion (currently under construction and scheduled for completion in 2021). The staging area may encroach into this future recreational resource.

The temporary occupancy associated with construction would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not result in adverse changes to the activities, features, or attributes of the property. Finally, the land would be fully restored to an equivalent or better condition following completion of the

construction activities. FRA has determined that this activity falls under the temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use of Long Bridge Park. Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

3.1.1.3. Constructive Use Analysis

FRA finds there is no constructive use of Long Bridge Park. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions; Chapter 13, Noise and Vibration; and Chapter 14, Visuals and Aesthetics** of the **DEIS**. Action Alternative A would not cause impacts to those resources that would substantially diminish the protected activities, features, or attributes of Long Bridge Park. Therefore, these impacts would not cause a constructive use of the property.

As described in **Chapter 13, Noise and Vibration** and **Chapter 16, Recreation and Parks** of the **DEIS**, Action Alternative A would cause noise impacts to Long Bridge Park. However, these noise impacts would not cause a constructive use. Long Bridge Park's design integrates the existing railroad Corridor, and the esplanade allows visitors to view the trains. Serenity and quiet are not significant attributes of this section of the park, nor is this section intended for viewing wildlife or other activities that increased noise would disrupt. Therefore, increases in noise would not substantially interfere with the use and enjoyment of the park.

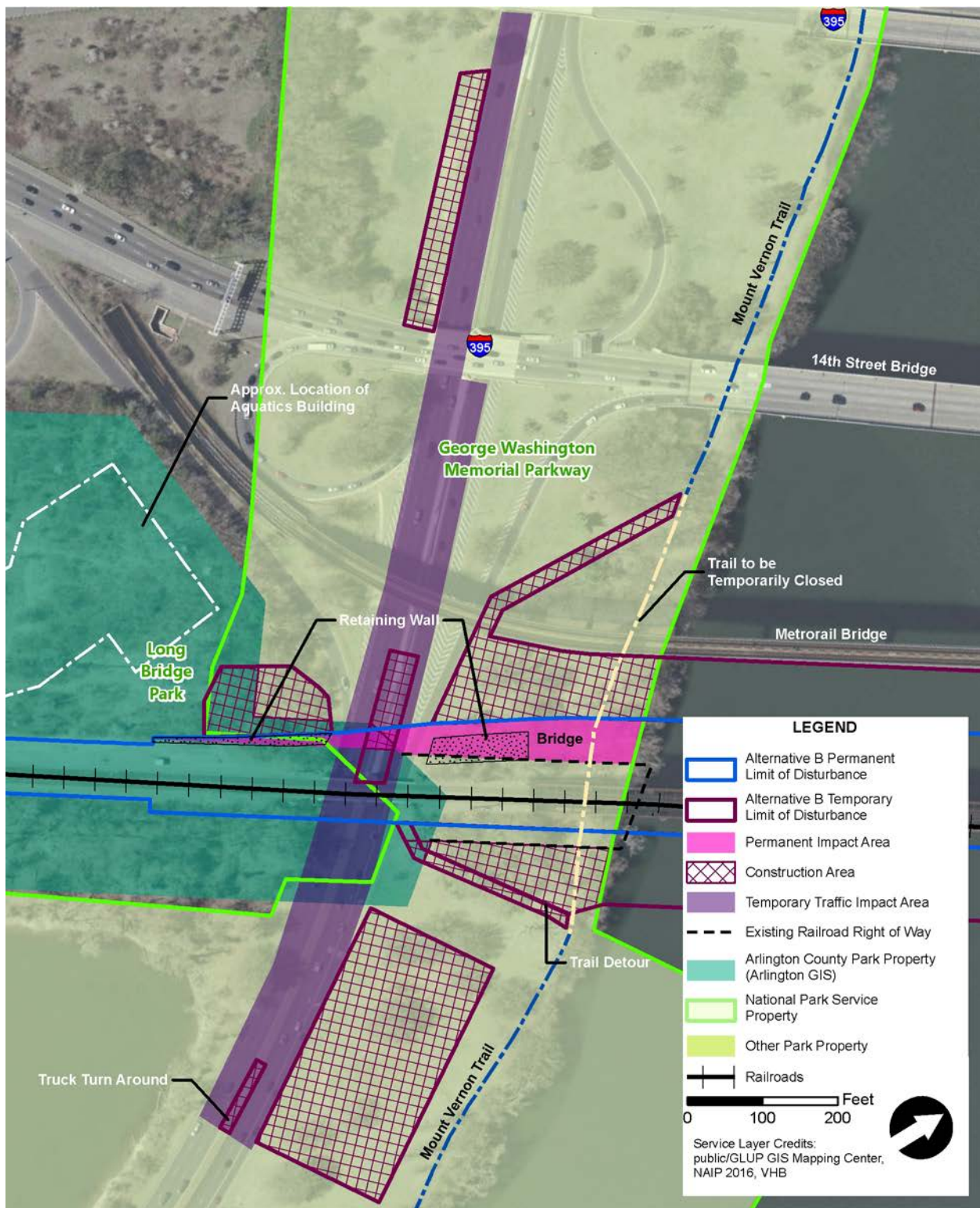
3.1.2. Action Alternative B

Action Alternative B would permanently incorporate either approximately 0.04 or 0.14 acres and temporarily occupy either approximately 0.01 or 0.3 acres of this park similar to Action Alternative A. The sections below describe where differences in uses would occur. The project would not adversely affect the activities, features or attributes of the park. Therefore, FRA has determined the use of Long Bridge Park would be *de minimis*. In addition, construction activities within the park would meet the requirements for a temporary occupancy exception, and therefore there is no temporary use. Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

3.1.2.1. Permanent Incorporation Analysis

Action Alternative B would permanently incorporate the same amount of Long Bridge Park in the same manner as Action Alternative A (**Figure 3-2**). FRA has determined the use of Long Bridge Park would be *de minimis* since the impact would not adversely affect the features, attributes, or activities qualifying the park for protection under Section 4(f). Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

219 **Figure 3-2** | Action Alternative B Impacts: Long Bridge Park, GWMP, and MVT



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3.1.2.2. Temporary Occupancy Analysis

Temporary occupancy of Long Bridge Park would be the same as under Action Alternative A but would last a longer duration of approximately 6 years and 8 months. As with Action Alternative A the temporary occupancy associated with construction would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not result in adverse changes to the activities, features, or attributes of the property. Finally, the land would be fully restored to an equivalent or better condition following completion of the construction activities. FRA has determined that this activity falls under the temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use of Long Bridge Park. Arlington County, the Official with Jurisdiction over Long Bridge Park, concurred with FRA's determination on July 23, 2020.

3.1.2.3. Constructive Use Analysis

As with Action Alternative A, there would be no constructive use of Long Bridge Park due to Action Alternative B.

3.2. George Washington Memorial Parkway, George Washington Memorial Parkway Historic District, and Mount Vernon Memorial Highway Historic District

The GWMP is both an historic site and a recreational resource. Congress established the GWMP, one of the nation's premiere parkways, in the 1930s to commemorate the first President of the United States, provide scenic drives and connectivity to historic sites along the Potomac River, and create an aesthetic entryway into the District. The 25-mile parkway, owned by the United States and administered by NPS, runs along the Virginia shoreline of the Potomac River from the Mount Vernon Estate to Great Falls, Virginia. The GWMP also includes the MVMH, which is the original 15.2-mile segment of the scenic parkway commemorating the birth of George Washington. **Chapter 15, Cultural Resources**, and **Chapter 16, Recreation and Parks** of the **DEIS** provide details about the GWMP's historic and recreational attributes.

As noted in **Section 3.1.1, Long Bridge Park**, Arlington County and NPS parcel data conflict where Long Bridge Park and the GWMP meet (**Figure 3-1**). Therefore, the analyses below present ranges for the amount of park property affected by the Action Alternatives. A title search and survey during later design phases would be required to determine specific property lines.

3.2.1. Action Alternative A (Preferred Alternative)

Action Alternative A would result in the permanent use of either approximately 0.4 acres or 0.5 acres and a temporary use of either approximately 3.4 acres or 3.8 acres of the GWMP including a perpendicular crossing of the GWMP with a new bridge structure along the western side of the existing Long Bridge.

3.2.1.1. Permanent Incorporation Analysis

Action Alternative A would permanently incorporate either approximately 0.4 acres or 0.5 acres of the GWMP for the new tracks depending on the outcome of additional property research. Action Alternative A would use up to approximately 0.1 acres (approximately 4,718 square feet) of the park to place the two new railroad tracks on fill with a retaining wall parallel with the tracks between the GWMP roadway and the MVT (**Figure 3-1**). The bridges across the GWMP and near the Potomac River shoreline would incorporate approximately 0.3 acres of park property. Park visitors would continue to have access under the bridges when using the roadway or the MVT.

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative A would have adverse effects to the GWMP and MVMH Historic Districts. The removal of contributing vegetation, especially mature trees that date to the 1932 planting plan and were intended to screen the railroad bridge from motorists, would diminish the integrity of design, materials (specifically, the contributing vegetation), and feeling of the GWMP and MVMH. Because Action Alternative A would result in a Section 106 determination of adverse effect to the GWMP and MVMH as historic sites, the Section 4(f) use does not qualify as *de minimis*.

3.2.1.2. Temporary Occupancy Analysis

Action Alternative A would occupy multiple sites on GWMP property for construction access and staging, totaling either approximately 3.4 acres or 3.8 acres (**Figure 3-1**). These sites include a field located between the northbound and southbound lanes of I-395; areas immediately southwest, northwest, and northeast of existing GWMP bridge; and an area slightly further east from the north abutment between the GWP and the Potomac River. The sites are necessary for equipment storage, laydown areas for materials, and space for workers to fabricate materials and erect the new bridge structure. At each location, construction would require clearing shrubs and trees and fencing areas with signage. Loss of these trees would diminish the integrity of design, materials (specifically, the contributing vegetation), and feeling of the GWMP Historic District. Construction activities would also occupy two small areas in the roadway median to construct a new bridge support and provide a truck turn-around area to the east of the existing bridge.

During construction, Action Alternative A would require the temporary closure of approximately 600 linear feet of the MVT found on the GWMP property, which is discussed as a separate Section 4(f) recreational resource.

Action Alternative A would need approximately 2,000 linear feet of the GWMP for construction vehicle access and the delivery of supplies (**Figure 3-1**). The GWMP has two eastbound and two westbound lanes. During construction of the bridge over the GWMP, traffic control measures would be used to maintain a safe work zone. Temporary lane shifts would be implemented to construct the abutments, pier, and superstructure. Additional construction activities would require intermittent lane closures during nighttime hours for the delivery of large materials. These activities would last over a period of approximately 2 years. A permit from GWMP would be required for construction vehicles to access this area.

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative A would have a temporary adverse effect to the GWMP and MVMH Historic Districts due to the location of

construction staging and access areas which would diminish the integrity of feeling, association, and setting of the GWMP and MVMH. The construction staging would not qualify as a temporary occupancy exception to Section 4(f). In addition, because Action Alternative A would result in a Section 106 determination of adverse effect to the GWMP and MVMH as historic sites, the Section 4(f) use does not qualify as *de minimis*.

3.2.1.3. Constructive Use Analysis

FRA finds there is no constructive use of the GWMP and MVMH. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions; Chapter 13, Noise and Vibration; and Chapter 14, Visuals and Aesthetics** of the **DEIS**. Action Alternative A would not cause air quality, vibration, noise, or visual impacts that would substantially diminish the protected activities, features, or attributes of the GWMP. As described in **Chapter 16, Recreation and Parks**, although noise levels would increase along the GWMP and MVMH near the proposed bridge, serenity and quiet are not significant attributes of this section of the resource; therefore, increases in noise would not substantially interfere with the use and enjoyment of the resource. There would be no impacts related to vibration. Additionally, although there would be visual changes to the GWMP and MVMH due to the removal of mature trees, particularly when travelling south under the complex of bridges, Action Alternative A would not substantially impair the overall aesthetic features of the GWMP and MVMH from which it derives its value. This is because the affected views are already dominated by transportation infrastructure which limits the visual impact of the new bridge(s). Therefore, these impacts would not cause a constructive use of the property.

3.2.2. Action Alternative B

Action Alternative B would permanently incorporate either approximately 0.4 acres or 0.5 acres and temporarily occupy either approximately 3.7 acres or 4.1 acres of the GWMP and MVMH. Action Alternative B includes the construction of a new bridge across the GWMP as described under Action Alternative A, as well as the replacement of the existing Long Bridge and railroad bridge across the roadway. NPS considers the railroad bridge across the GWMP roadway a contributing resource to the GWMP and MVMH Historic Districts. In addition, Action Alternative B would not cause constructive use of the GWMP and MVMH.

3.2.2.1. Permanent Incorporation Analysis

Action Alternative B would cause the same permanent incorporation of the GWMP and MVMH as Action Alternative A. Although Action Alternative B would replace the existing railroad crossing at the GWMP, the footprint of the replacement crossing would fall within the existing railroad right-of-way. Therefore, the replacement of the existing bridge would not require a transfer of land causing a permanent loss of park property (**Figure 3-2**).

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative B would have adverse effects to the GWMP and MVMH Historic Districts. The removal of contributing vegetation, especially mature trees that date to the 1932 planting plan and were intended to screen the railroad bridge from motorists, would diminish the integrity of design, materials (specifically, the contributing vegetation), and feeling of the GWMP and MVMH. Because Action Alternative B would

result in a Section 106 determination of adverse effect to the GWMP and MVMH as historic sites, the Section 4(f) use does not qualify as *de minimis*.

3.2.2.2. Temporary Occupation Analysis

Action Alternative B would occupy either approximately 3.7 acres or 4.1 acres of the GWMP and MVMH for staging and laydown areas. Action Alternative B would also occupy 2,000 linear feet of the GWMP and MVMH roadway as described above for Action Alternative A (**Figure 3-2**). Action Alternative B includes removal and replacement of the existing bridge across the GWMP, thus requiring the occupation of additional property within the GWMP and MVMH for a construction area immediately southeast of the existing tracks at the MVT.

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative B would have a temporary adverse effect to the GWMP and MVMH Historic Districts due to the location of construction staging and access areas which would diminish the integrity of feeling, association, and setting of the GWMP and MVMH. The construction staging would not qualify as a temporary occupancy exception to Section 4(f). Because Action Alternative B would result in a Section 106 determination of adverse effect to the GWMP and MVMH as historic sites, the construction staging constitutes a Section 4(f) use and is not *de minimis*.

3.2.2.3. Constructive Use Analysis

The proximity impacts resulting from Alternative B are the same as described above for Action Alternative A. Therefore, there would be no constructive use of the GWMP and MVMH due to Action Alternative B.

3.3. Mount Vernon Trail

NPS administers the MVT, which is owned by the United States. This 18-mile paved trail for pedestrians and bicyclists stretches from George Washington's Mount Vernon Estate to Theodore Roosevelt Island. The MVT is a recreational resource within the property limits of the GWMP. While the MVT is a major recreation feature within the park, it is not currently a contributing resource to the GWMP or MVMH Historic Districts and therefore is not eligible for protection as a Section 106 historic site.

3.3.1. Action Alternative A (Preferred Alternative)

Action Alternative A would temporarily occupy approximately 600 linear feet of the MVT for the construction of a new bridge over the trail. It would not permanently incorporate the resource or result in a constructive use. FRA has determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for the MVT, is an agency within DOI, this letter serves as concurrence from NPS.

3.3.1.1. Permanent Incorporation Analysis

Action Alternative A would not cause permanent use of the MVT. While trail users would cross under an additional bridge, the recreational use would continue on the existing trail and no property would be permanently incorporated into the Project.

3.3.1.2. Temporary Occupancy Analysis

During construction, Action Alternative A would close approximately 600 linear feet of the MVT for approximately 2 years (**Figure 3-1**). The trail closure would enable construction of bridge abutments, retaining walls, and the bridge superstructure. The detour would begin at a point east of the existing Long Bridge underpass and travel west towards the GWMP. The trail could continue alongside the GWMP and travel underneath the railroad bridge and the Metrorail Yellow Line before reconnecting to the existing trail between the Metrorail Yellow Line and the 14th Street Bridge. Where the detoured trail would travel adjacent to the GWMP, temporary barriers between the trail and the roadway would protect trail users. During construction, the movement of vehicles and materials would sometimes require temporary, short-duration full closures of the trail to safeguard users. The short-term closures could last from several minutes to several hours depending on the construction activities.

The occupancy associated with construction would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not preclude the public's use of the trail for recreational activities. Finally, DRPT would restore the trail to its current route, in an equivalent or better condition, following completion of the construction activities. Therefore, FRA has determined that the occupancy associated with construction meets the requirements for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for the MVT, is an agency within DOI, this letter serves as concurrence from NPS.

3.3.1.3. Constructive Use Analysis

FRA finds there is no constructive use of the MVT. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions; Chapter 13, Noise and Vibration; and Chapter 14, Visuals and Aesthetics** of the **DEIS**, Action Alternative A would not cause air quality, vibration, noise, or visual impacts that would substantially diminish the protected activities, features, or attributes of the MVT. Although noise levels would increase along the MVT near the proposed bridge, serenity and quiet are not significant attributes of this section of the resource; therefore, increases in noise would not substantially interfere with the use and enjoyment of the resource. There would be no impacts related to vibration. Additionally, although there would be visual changes to the MVT due to the removal of mature trees, particularly when travelling south under the complex of bridges, Action Alternative A would not impair the overall aesthetic features of the MVT from which it derives its value. Therefore, these impacts would not cause a constructive use of the property.

3.3.2. Action Alternative B

Action Alternative B would temporarily occupy the same 600 linear feet of this recreational resource as described for Action Alternative A. However, the occupancy would last a longer duration of 5 years and 2 months. Action Alternative B would not cause any constructive use. FRA has also determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for the MVT, is an agency within DOI, this letter serves as concurrence from NPS.

3.3.2.1. Permanent Incorporation

There would be no permanent incorporation of the MVT required under Action Alternative B. As with Action Alternative A, while trail users would cross under an additional bridge, the recreational use would continue on the existing trail and no property would be permanently incorporated into the Project.

3.3.2.2. Temporary Occupancy

Temporary occupancy of the MVT would be the same as described under Action Alternative A but would last a longer duration of 5 years and 2 months. However, construction activities, would not preclude the public's use of the trail for recreational activities and once construction is complete, the Virginia Department of Rail and Public Transportation (DRPT), the Project Sponsor for final design and construction, would restore the trail to its current route. The temporary occupancy associated with construction would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not preclude the public's use of the trail for recreational activities. Finally, DRPT would restore the trail to its current route, in an equivalent or better condition, following completion of the construction activities. Therefore, FRA has determined that the occupancy associated with construction meets the requirements for the temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for the MVT, is an agency within DOI, this letter serves as concurrence from NPS.

3.3.2.3. Constructive Use Analysis

The proximity impacts resulting from Action Alternative B would be same as described above for Action Alternative A. Therefore, there would be no constructive use of the MVT due to Action Alternative B.

3.4. East and West Potomac Parks and East and West Potomac Parks Historic District

East Potomac Park and West Potomac Park are located on a manmade island in the Potomac River in the District. They are recreational resources and are part of the National Mall and Memorial Parks (NAMA) network (**Figure 2-1**). The park complex offers a wide range of amenities including a public golf course, memorials, a public swimming pool, picnic areas, parking areas, and extensive roads and paths for cyclists, walkers, and runners. The Thomas Jefferson Memorial and George Mason Memorial are in West Potomac Park on the southern edge of the Tidal Basin.

East and West Potomac Parks Historic District encompasses 730 acres of parkland along the Potomac River, developed over approximately 100 years. Most of the land currently making up the parks was once part of the Potomac River. The historic district's significance derives from its size and many visitor attractions making it unique as an urban park, its use for special events including the National Cherry Blossom Festival, the fact that it provides the setting for various monuments and memorials and provides a backdrop for many other Federal buildings and monuments, and the involvement of many architects, artists, and landscape architects in its design and evolution over 100 years of development. Long Bridge, built in 1904, is a contributing element to the East and West Potomac Parks Historic District.

3.4.1. Action Alternative A (Preferred Alternative)

Action Alternative A would permanently incorporate approximately 1.9 acres and temporarily occupy approximately 3.4 acres of East and West Potomac Parks for construction of the new upstream bridge and railroad right-of-way. Specifically, Action Alternative A would have permanent impacts of 0.5 acres to East Potomac Park and 1.4 acres to West Potomac Park, and would have temporary impacts of 2.1 acres to East Potomac Park and 1.3 acres to West Potomac Park. Action Alternative A would not cause constructive use of East or West Potomac Park.

3.4.1.1. Permanent Incorporation Analysis

Permanent incorporation of East and West Potomac Parks includes approximately 0.5 acres in East Potomac Park and 1.4 acres in West Potomac Park for the new retaining walls, abutments, and bridges through the park (**Figures 3-3 and 3-4**). The new bridge would require removal of up to four Japanese cherry blossom plantings in West Potomac Park considered to be contributing resources to the Historic District, as well as other mature vegetation within the parks. Loss of these features would diminish the integrity of design, the materials (specifically the Japanese cherry blossom plantings themselves), and the feeling of the parks. The railroad Corridor widening would also cause removal of an existing linear strip of mature trees next to the existing Long Bridge Corridor in East Potomac Park between the existing tracks and the I-395 South off-ramp to Ohio Drive SW.

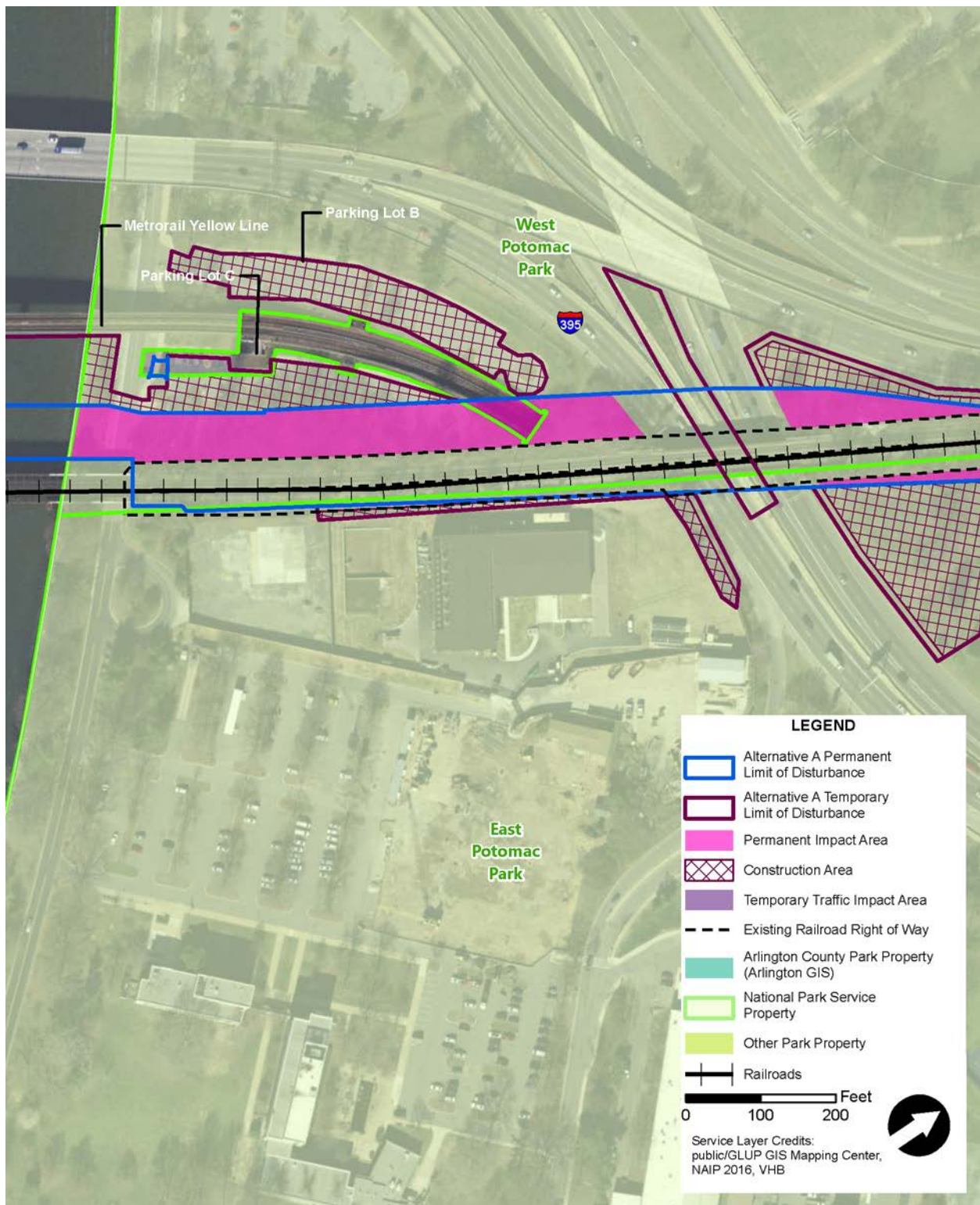
NPS has three surface parking areas in West Potomac Park located in succession along Ohio Drive SW—NPS Parking Lots A, B, and C—which together offer a total of 247 spaces. Action Alternative A would cause the permanent loss of approximately 50 of the existing 67 parking spaces at NPS Parking Lot C to accommodate the addition of two railroad tracks. The public makes heavy use of these surface parking areas in early spring when the Japanese cherry blossom plantings are in bloom around the Tidal Basin. The loss of parking spaces would impact park access by requiring some visitors to park at more distant lots or choose alternate modes of transportation. However, the majority of visitors to the parks use multiple other transportation modes, including Metrorail, bus, walking, bicycling, and water taxi.⁹ In addition, during the National Cherry Blossom Festival, NPS runs the National Cherry Blossom Festival Shuttle between the Jefferson Memorial and more remote parking locations within East Potomac Park.¹⁰

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through incorporation of property within the historic district and removal of up to four contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect.

⁹ NPS. National Cherry Blossom Festival Directions. March 2018. Accessed from <https://www.nps.gov/subjects/cherryblossom/directions.htm>. Accessed January 8, 2019.

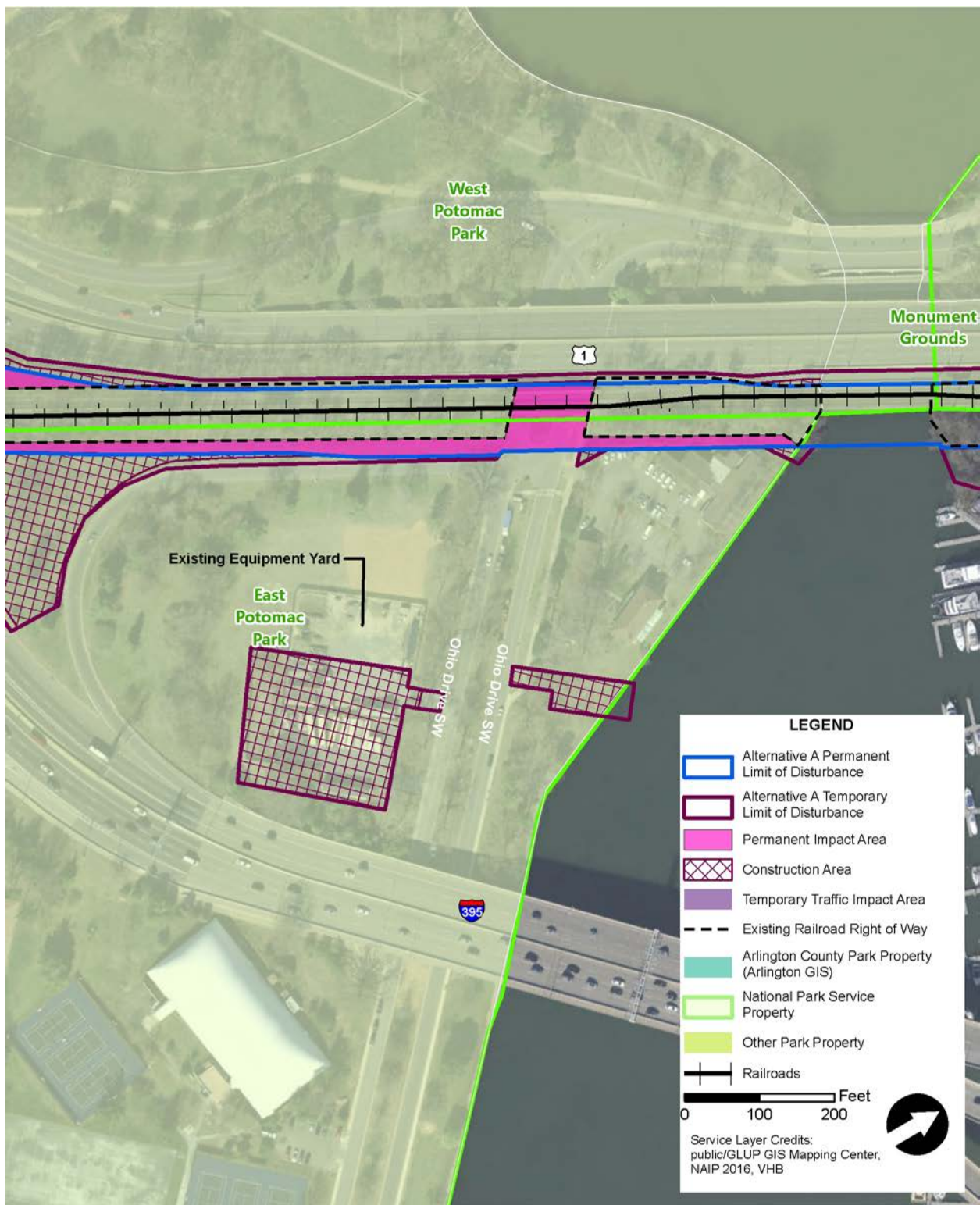
¹⁰ NPS. National Cherry Blossom Festival Map. Undated. Accessed from https://www.nps.gov/subjects/cherryblossom/upload/Pad_Map_Side_1_FINAL.jpg. Accessed January 8, 2019.

483 **Figure 3-3 | Action Alternative A Impacts: East and West Potomac Parks (Potomac River to I-395)**



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485 **Figure 3-4** | Action Alternative A Impacts: East and West Potomac Parks (I-395 to Washington Channel)



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3.4.1.2. Temporary Occupancy Analysis

Occupancy of East and West Potomac Parks would include construction access and staging areas in the existing NPS Parking Lots B and C, as well as existing grassy and open areas totaling approximately 3.4 acres of land as shown in **Figures 3-3 and 3-4** (2.1 acres in East Potomac Park and 1.3 acres in West Potomac Park). This temporary occupancy would last approximately 4 years and 9 months. Construction activities would cause closure of NPS Parking Lots B and C to the public consisting of 143 parking spaces. As noted above, the public makes heavy use of the surface parking areas in early spring and the use of these areas for construction would impact park access during peak demand by requiring visitors to park at more distant lots or choose alternate modes of transportation. However, the majority of visitors to the parks use other transportation modes that would not be affected by the Project.

In East Potomac Park, a temporary staging area off Ohio Drive SW between I-395 and 14th Street SW as well as a temporary finger pier at the shores of the Washington Channel would be used for approximately 4 years and 9 months. NPS has recently restored the baseball field in this location and generates income through fees for field rental. The construction activities would not meet the requirements for a temporary occupancy exception to Section 4(f) and therefore qualify as a use of the Section 4(f) property.

As described in **Appendix E3 of the DEIS, Section 106 Assessment of Effects Report**, Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through the use of portions of the historic site for construction activities. Therefore, the construction activities would constitute a use of the Section 4(f) property.

3.4.1.3. Constructive Uses

FRA finds there is no constructive use of East or West Potomac Park. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions; Chapter 13, Noise and Vibration; and Chapter 14, Visuals and Aesthetics** of the **DEIS**. As described in **Chapter 16, Recreation and Parks** of the **DEIS**, Action Alternative A would not cause visual impacts that would substantially diminish the protected activities, features, or attributes of East or West Potomac Park. Therefore, these impacts would not cause a constructive use of the property.

3.4.2. Action Alternative B

Action Alternative B would permanently incorporate approximately 2.0 acres and temporarily occupy approximately 3.5 acres of East and West Potomac Parks. Specifically, Action Alternative B would have permanent impacts of 0.5 acres to East Potomac Park and 1.5 acres to West Potomac Park, and would have temporary impacts of 2.2 acres to East Potomac Park and 1.3 acres to West Potomac Park. Action Alternative B would cross East and West Potomac Parks with two new railroad tracks as described for Action Alternative A. As Action Alternative B would replace two existing bridges, it would have more impacts near those bridges including approximately an additional 0.1 acres in West Potomac Park. This alternative would cause a use of the Section 4(f) property for construction and permanent use for the wider right-of-way. Action Alternative B would also require the removal and permanent loss of the historic Long Bridge, a contributing feature to the East and West Potomac Parks Historic District, to be replaced with a new two-track bridge.

3.4.2.1. Permanent Incorporation Analysis

Permanent incorporation of West Potomac Park would be similar to Action Alternative A but would have a slightly larger footprint for a wider right-of-way. The new bridge that would replace the existing Long Bridge would be wider; therefore, the railroad footprint approaching the bridge on the shores of West Potomac Park would need to be wider. Permanent incorporation of West Potomac Park would total approximately 1.5 acres. Approximately 2.0 acres would be fill with retaining walls (**Figures 3-5 and 3-6**). Permanent incorporation of East Potomac Park would be the same as Action Alternative A.

Long Bridge is a contributing element of the East and West Potomac Parks Historic District. Its loss would diminish the integrity of design, feeling, association, and materials of the Historic District. Construction of the two new railroad bridges would require the removal of up to seven contributing Japanese cherry blossom plantings in West Potomac Park, as well as other mature vegetation in East and West Potomac Parks. Loss of these features would diminish the integrity of design, materials, and feeling of the historic site.

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative B would have an adverse effect on East and West Potomac Parks Historic District through removal of the existing Long Bridge, incorporation of property within the historic district and removal of up to seven contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect.

3.4.2.2. Temporary Occupation Analysis

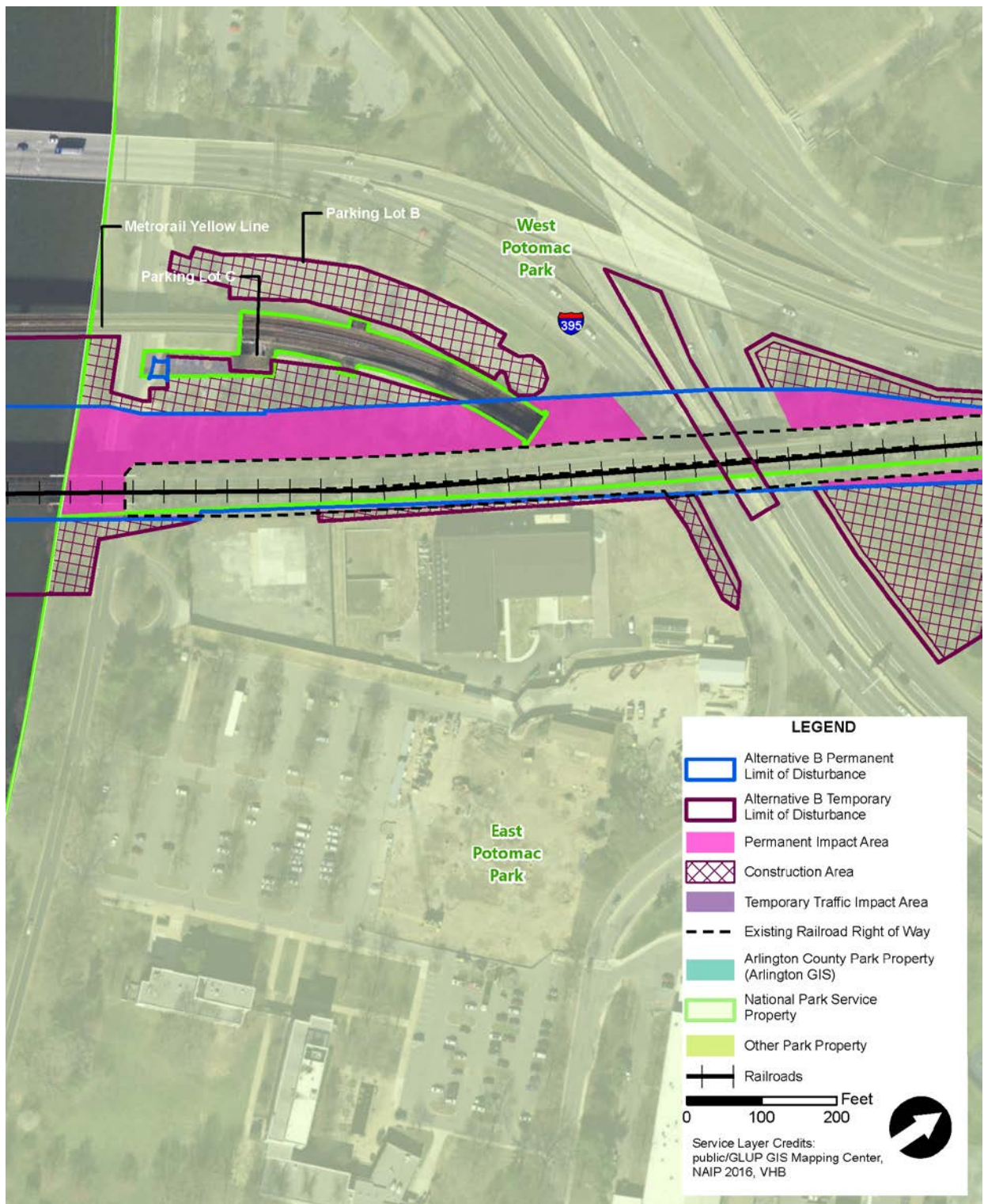
Construction staging and access for Action Alternative B would temporarily occupy approximately 3.5 acres of East and West Potomac Parks (**Figures 3-5 and 3-6**). Specifically, Action Alternative B would have temporary impacts of 2.2 acres to East Potomac Park and 1.3 acres to West Potomac Park. Temporary use of NPS Parking Lots B and C and other open space for construction staging and access would be the same as Action Alternative A. Temporary use of East and West Potomac Parks for construction staging and access would last approximately 8 years and 1 month. The construction activities would not meet the requirements for a temporary occupancy exception to Section 4(f).

As described in **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, Action Alternative B would have an adverse effect on East and West Potomac Parks Historic District through the occupation of portions of the historic site for construction activities, which qualifies as a use of the Section 4(f) property.

3.4.2.3. Constructive Uses

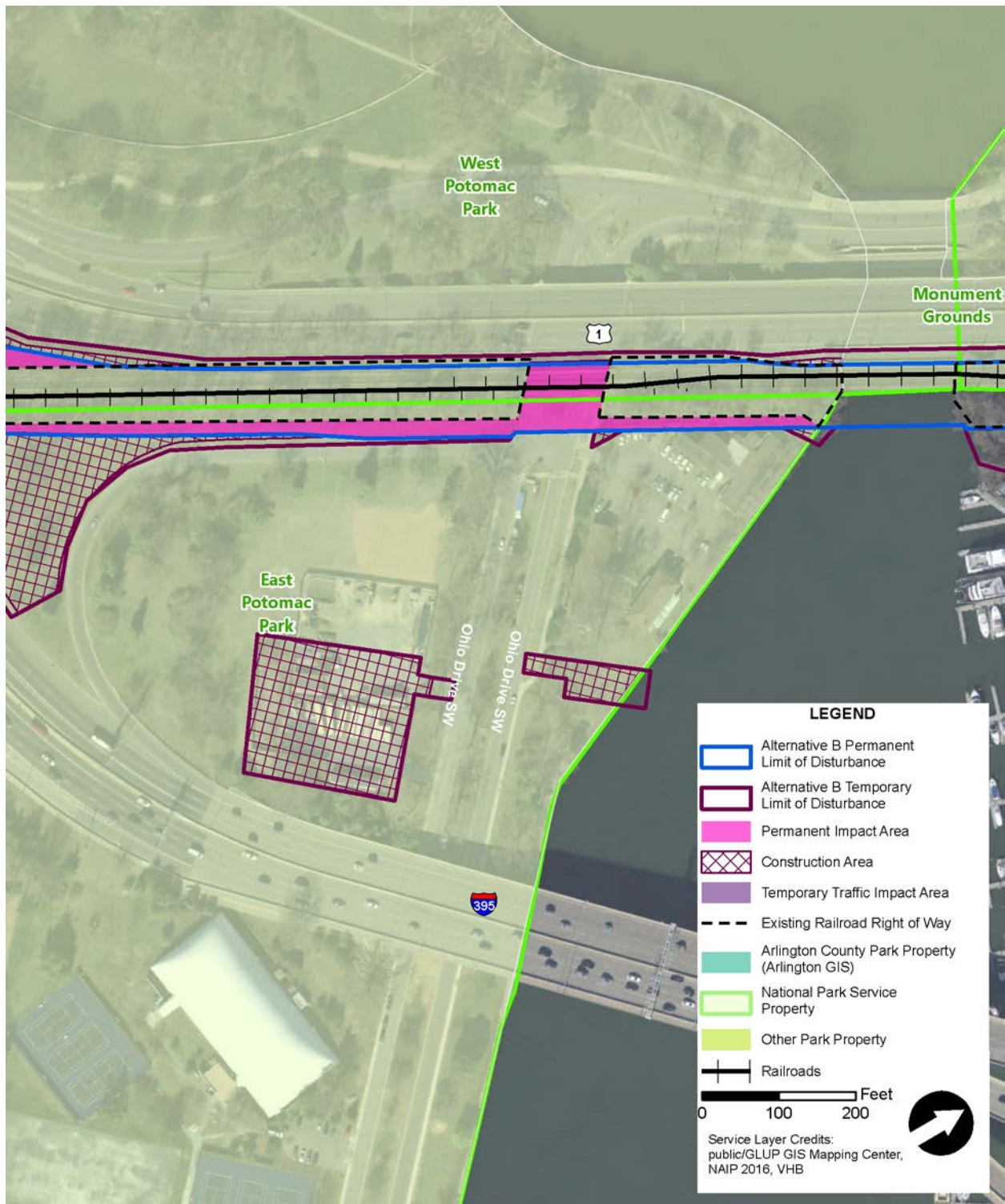
As with Action Alternative A, there would be no constructive use of East or West Potomac Park due to Action Alternative B.

562 **Figure 3-5 | Action Alternative B Impacts: East and West Potomac Parks (Potomac River to I-395)**



563

564 **Figure 3-6** | Action Alternative B Impacts: East and West Potomac Parks (I-395 to Washington
565 Channel)



566

3.5. Hancock Park

NPS administers Hancock Park, which is owned by the United States. Hancock Park is an irregularly shaped, 1.3-acre parcel at the northern end of the Study Area (**Figure 3-7**). Located between 9th Street SW and 7th Street SW, the park is bounded by the railroad tracks on the east and C Street SW to the west, and features a landscaped, grassy, open area with pedestrian walkways. Hancock Park is a recreational resource. It is also a contributing resource to the Plan of the City of Washington Historic District (see **Section 3.6, Plan of the City of Washington**, for further analysis).

3.5.1. Action Alternative A (Preferred Alternative)

There would be no permanent incorporations or constructive uses to Hancock Park. Action Alternative A would temporarily occupy approximately 0.09 acres of Hancock Park for construction access. FRA has determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS.

3.5.1.1. Permanent Incorporation Analysis

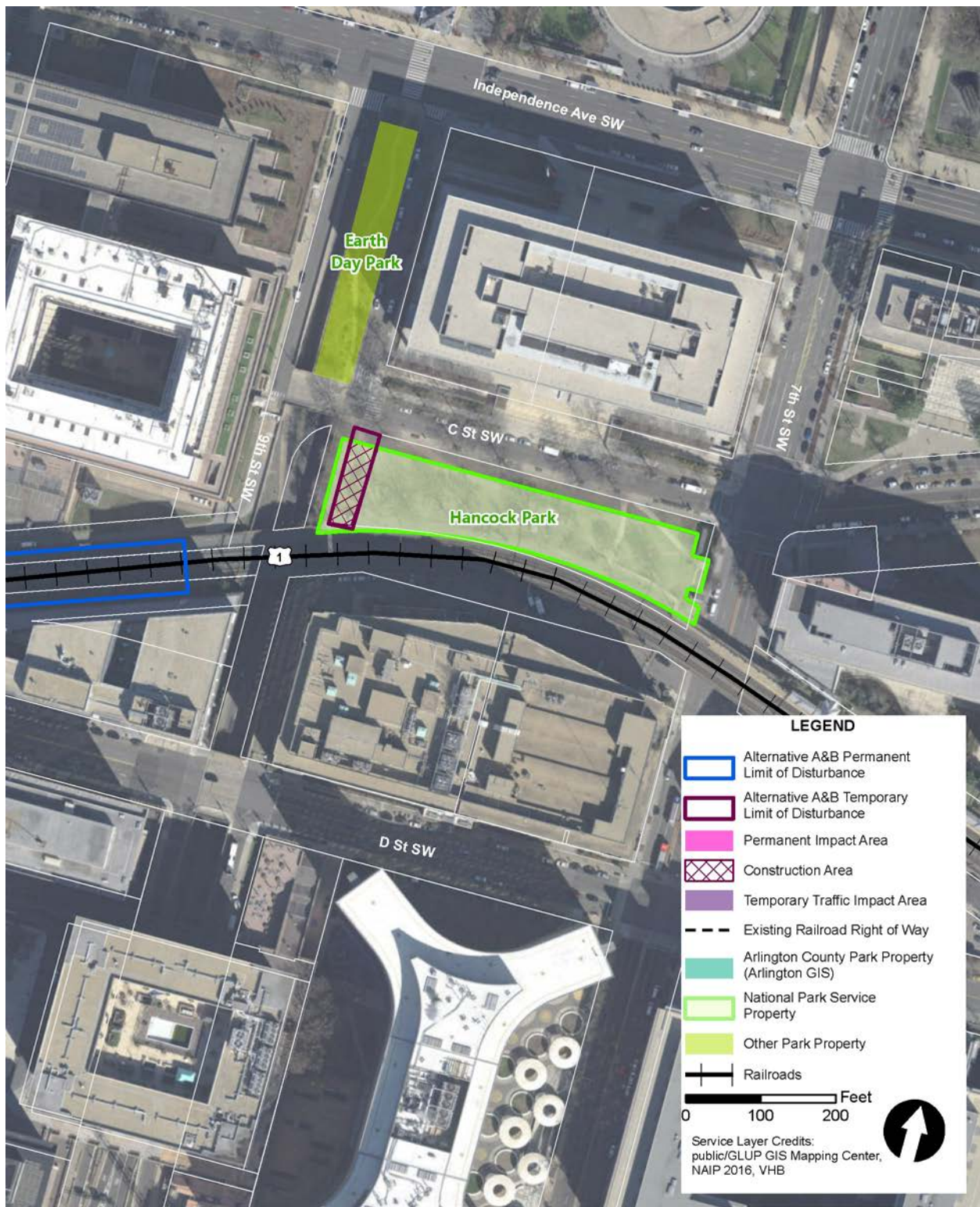
Action Alternative A would not cause permanent use of Hancock Park because the park is outside the permanent limits of disturbance.

3.5.1.2. Temporary Occupancy Analysis

Planned construction activity within Hancock Park includes a construction access area for approximately 3 years. This access area would allow the contractor to bring railroad materials, equipment, and crews into the depressed railroad Corridor. The area would not be used for staging. During construction, there would be a loss of public use of a portion of Hancock Park equal to the size of the access area (approximately 0.09 acres). This access point has historically been used for railroad corridor access and is currently being used in this manner (see **Figure 3-8**). This portion of the park currently consists of a gravel access road and trucks access the area using the ramp at the crosswalk.

The construction access (see **Figure 3-7**) would not preclude the use of the park for recreational activities that currently take place. The portion of the park near 7th Street SW, where the majority of public use occurs in the existing condition, would remain available for continued public use. Upon the completion of construction, DRPT would restore the park to its current condition. The occupancy associated with construction would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not result in adverse changes to the activities, features, or attributes of the property.

599 **Figure 3-7** | Action Alternatives A and B Construction Access Area in Hancock Park



600

601 **Figure 3-8** | Existing View of Area of Hancock Park Planned for Construction Access



602

603 DRPT would require the contractor maintain visitor access to parkland during construction and minimize
 604 impingement on areas used by park visitors. DRPT would stipulate details of access and use in the
 605 construction contract based on criteria that is satisfactory to NPS, to be coordinated during final design.
 606 This would be accomplished through the following measures:

- 607 • To minimize disturbance to activities within the park, construction access would be channelized
 608 and surrounded by fencing with gate access. Vehicular traffic would be intermittent, and DRPT
 609 would require the contractor to minimize frequency during periods of the day when the park is
 610 heavily used. Much of the access would be for nighttime work to avoid heavier train volumes. In
 611 addition, there would be extended periods when there is no use at all while the contractor
 612 mobilizes between various sites along the corridor. It is not anticipated that this area would be
 613 in continuous use throughout the construction cycle.
- 614 • To minimize views of construction equipment and materials, visual screening of the construction
 615 area would be designed to meet NPS standards.
- 616 • To minimize injury and compaction of vegetated surfaces, the contractor would be required to
 617 install fencing, mulch, and when those surfaces are the only option for staging near the Project.
- 618 • To minimize disturbance from erosive forces and sedimentation, the contractor would employ
 619 erosion control and stormwater management measures during construction.

Finally, the property would be fully restored to an equivalent or better condition following completion of the construction activities. Therefore, FRA has determined that the construction occupancy meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use of Hancock Park. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS.

3.5.1.3. Constructive Use Analysis

FRA finds there is no constructive use of Hancock Park. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions; Chapter 13, Noise and Vibration; and Chapter 14, Visuals and Aesthetics** of the **DEIS**. Action Alternative A would not cause air quality, vibration, noise, or visual impacts within Hancock Park. Therefore, these impacts would not cause a constructive use of the property.

3.5.2. Action Alternative B

Action Alternative B would temporarily occupy the same approximately 0.09 acres of Hancock Park for construction activities as Action Alternative A. There would be no permanent incorporation or constructive uses to Hancock Park. FRA has determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS.

3.5.2.1. Permanent Incorporation Analysis

As with Action Alternative A, Action Alternative B would not cause permanent use of Hancock Park because the park is outside the permanent limits of disturbance.

3.5.2.2. Temporary Occupancy Analysis

As with Action Alternative A, Action Alternative B would require the temporary occupation of land totaling approximately 0.09 acres for construction just as Action Alternative A (**Figure 3-7**). The duration of the construction activities would be longer at approximately 5 years. As with Action Alternative A, this use would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f). Finally, the land would be fully restored to an equivalent or better condition following completion of the construction activities. Therefore, FRA has determined that this temporary occupancy falls under the temporary occupancy exception and would not constitute a Section 4(f) use of Hancock Park. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS.

3.5.2.3. Constructive Use Analysis

As with Action Alternative A, Action Alternative B would not cause constructive use of Hancock Park.

3.6. Plan of the City of Washington

The Plan of the City of Washington Historic District incorporates the street grid, diagonal avenues, parks, vistas among monuments, and sites over Federal land within the L'Enfant Plan boundary. The listing includes original elements of Pierre Charles L'Enfant's plan for the City of Washington, including later elements proposed by the McMillan Commission. Hancock Park is a contributing element to this Historic District (see **Section 3.5, Hancock Park** for more detail).

3.6.1. Action Alternative A (Preferred Alternative)

Action Alternative A would require construction access within Hancock Park, a contributing element to the Plan of the City of Washington. There would be no permanent incorporation or constructive uses to the Plan of the City of Washington. FRA has also determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS. DC SHPO, the Official with Jurisdiction for the Plan of the City of Washington, concurred with FRA's finding in a letter dated June 2, 2020.

3.6.1.1. Permanent Incorporation Analysis

Action Alternative A would not cause permanent use of the Plan of the City of Washington because it would not cause alterations to contributing streets and reservations, or cause changes to contributing views and vistas.

3.6.1.2. Temporary Occupancy Analysis

Construction access within Hancock Park as described in **Section 3.5, Hancock Park** would not diminish the integrity of design, materials, workmanship, feeling, and association of the Plan of the City of Washington. **Appendix E3** of the **DEIS, Section 106 Assessment of Effects Report**, submitted to DC SHPO, VDHR, and ACHP on December 7, 2018, finds Action Alternative A would have no adverse effect on the Plan of the City of Washington as a historic site.

Hancock Park is a contributing element to the Plan of the City of Washington. Construction access within Hancock Park would be for a short duration (less than the time needed for construction of the project), would not result in a change in ownership of the property, and would not result in adverse changes to the activities, features, or attributes of the property. Finally, the land would be fully restored to an equivalent or better condition following completion of the construction activities. As Hancock Park is the only element of Plan of the City of Washington in which construction will take place, and construction in Hancock Park constitutes a temporary occupancy exception to Section 4(f) use, the occupancy of Plan of the City of Washington also constitutes a temporary occupancy exception to Section 4(f) use. Therefore, FRA has determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use of the Plan of the City of Washington. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS. DC SHPO, the Official with Jurisdiction for the Plan of the City of Washington, concurred with FRA's finding in a letter dated June 2, 2020.

3.6.1.3. Constructive Use Analysis

FRA finds there is no constructive use of the Plan of the City of Washington. Impacts to air quality, vibration, and visual resources are described in **Chapter 10, Air Quality and Greenhouse Gas Emissions;** **Chapter 13, Noise and Vibration;** and **Chapter 14, Visuals and Aesthetics** of the **DEIS**. Action Alternative A would not cause air quality, vibration, noise, or visual impacts within Hancock Park, which is the only contributing element of the Plan of the City of Washington affected by the Project. Therefore, these impacts would not cause a constructive use of the Plan of the City of Washington.

3.6.2. Action Alternative B

Action Alternative B would require the same permanent and construction access within Hancock Park, a contributing element to the Plan of the City of Washington, as Action Alternative A. Therefore, there would be no permanent or constructive uses to the Plan of the City of Washington. FRA has determined that the occupancy associated with construction meets the criteria for a temporary occupancy exception to Section 4(f) and would not constitute a Section 4(f) use. In a letter dated April 30, 2020, DOI concurred with FRA's determination. As NPS, the Official with Jurisdiction for Hancock Park, is an agency within DOI, this letter serves as concurrence from NPS. DC SHPO, the Official with Jurisdiction for the Plan of the City of Washington, concurred with FRA's finding in a letter dated June 2, 2020.

4.0 Avoidance Alternatives Analysis

For each Section 4(f) resource for which the Project would result in a "use," this section provides an alternatives analysis as required by Section 4(f). The alternatives analysis demonstrates that there are no feasible and prudent avoidance alternatives. This section provides the rationale for determining that the Action Alternatives are compliant with Section 4(f). Each such alternative includes a discussion of whether the alternative is feasible and prudent.

A feasible and prudent avoidance alternative avoids using Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

An alternative is *not feasible* if it cannot be built as a matter of sound engineering judgement. Furthermore, an alternative is *not prudent* if:

1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
2. It results in unacceptable safety or operational problems;
3. After reasonable mitigation, it still causes:
 - a. Severe social, economic, or environmental impacts;
 - b. Severe disruption to established communities;
 - c. Severe disproportionate impacts to minority or low-income populations; or,
 - d. Severe impacts to environmental resources protected under other Federal statutes;

4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors of the above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The existing railroad Corridor occurs within a section of the District and Arlington County bisecting numerous parks and historic sites. As described in **Appendix B1** of the **DEIS, Alternatives Development Report**, an initial step in the Project’s evaluation in accordance with NEPA, was a multi-phase concept screening and alternatives development process. FRA and DDOT conducted the screening process to identify build alternatives that meet the Purpose and Need of the Project. FRA and DDOT developed and evaluated a total of 19 concepts, including 8 concepts that could potentially avoid the large parks on either side of the Potomac River (the GWMP, East Potomac Park, and West Potomac Park) via tunnels or alternative corridors. **Chapter 3.1.3** of the **DEIS, Concept Screening Process**, describes this process in detail. FRA and DDOT evaluated the concepts against a two-tiered set of criteria:

The first level of screening assessed the concepts based on their ability to meet the Project Purpose and Need. The second level of screening evaluated the retained concepts first without and then with alignment options based on additional Purpose and Need metrics, as well as feasibility metrics.

As a result of this screening evaluation, FRA and DDOT identified three alternatives for analysis in the EIS: the No Action Alternative, Action Alternative A (Preferred Alternative), and Action Alternative B. **Section 1.3, Alternatives**, summarizes these alternatives, while **Chapter 3.2** of the **DEIS, DEIS Alternatives**, provides a detailed description.

Table 4-1 lists the 19 concepts developed and evaluated in the preliminary screening process and describes the conclusions for this Section 4(f) evaluation related to their feasibility and prudence. The table further distinguishes between alternatives that avoid a use of Section 4(f) resources and those that do not. This table reports the results of both the Level 1 and Level 2, Step 1 concept screenings. Note that for the alternatives using a crossing or tunnel, only the tunnel option could avoid Section 4(f) resources.

For purposes of this Section 4(f) evaluation, any alternative that “compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need” is not prudent.¹¹ The following sections and **Appendix B1** of the **DEIS, Alternatives Development Report** provide additional explanation for why the No Action Alternative, tunnel concepts, and new corridors would not be prudent or feasible.

As shown in **Table 4-1**, most of the alternatives considered would not avoid the use of the Section 4(f) resources listed in **Table 3-1**. The alternatives that would avoid the use of Section 4(f) resources—alternatives using a tunnel below the Potomac River and Washington Channel and alternatives using a new corridor entirely—are not feasible because they cannot be built as a matter of sound engineering judgement; would result in additional construction, maintenance, or operational costs of an

¹¹ 23 CFR 774.17

767 extraordinary magnitude; or would not meet the Project Purpose and Need and are therefore not
768 prudent.

769 After evaluation, FRA and DDOT determined that there is no feasible and prudent avoidance alternative
770 for the Project.

771 **Table 4-1 | Section 4(f) Screening Evaluation of Concepts Developed During the NEPA Process**

Alternative	Result of Screening
Alternatives That Could Avoid Section 4(f) Resources	
No Action	Does not meet Project Purpose and Need because it would not provide required railroad capacity, resiliency, or redundancy. Therefore, it is not prudent.
Three-Track Tunnel	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because a three-track tunnel would not provide required railroad capacity, network connectivity, resiliency, or redundancy.
Four-Track Tunnel	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because a four-track tunnel would not provide required network connectivity.
Two-Track Crossing; Two-Track Tunnel	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because a two-track crossing and two-track tunnel combination would not provide required network connectivity.
Five Plus-Track Crossing or Tunnel	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because there are no plans to expand to five or more tracks on either side of the river, and therefore the fifth track would essentially act as a siding over the river. In addition, a tunnel would not provide required network connectivity.
Five Plus-Track Crossing or Tunnel with Bike-Ped Path	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because there are no plans to expand to five or more tracks on either side of the river, and therefore the fifth track would essentially act as a siding over the river. In addition, a tunnel would not provide required network connectivity.
Five Plus-Track Crossing or Tunnel with Streetcar	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because there are no plans to expand to five or more tracks on either side of the river, and therefore the fifth track would essentially act as a siding over the river. In addition, a tunnel would not provide required network connectivity.
Five Plus-Track Crossing or Tunnel with Vehicle Lanes	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because there are no plans to expand to five or more tracks on either side of the river, and therefore the fifth track would essentially act as a siding over the river. In addition, local, regional, and state transportation plans do not call for another roadway over the Potomac River in this area. Finally, a tunnel would not provide required network connectivity.
New Corridor – Retain or Replace Existing	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because it would not add needed capacity in the Long

Alternative	Result of Screening
	Bridge Corridor; would not provide required network connectivity; and would not provide required resiliency and redundancy in the corridor.
New Corridor – Remove Existing	It would be unreasonable to proceed with the project in light of its stated Purpose and Need because a completely new corridor would not connect to important transportation facilities and activity nodes, including the existing VRE Crystal City and L’Enfant stations, Washington Union Station, the Virginia Avenue Tunnel, and employment centers in Arlington, Virginia and Washington, DC. In addition, new routes would traverse several communities, affect diverse natural resources, and have costs of an extraordinary magnitude.
Alternatives That Could Not Avoid Section 4(f) Resources	
Two-Track Bridge	
Three-Track Crossing	
Three-Track Crossing with Bike-Ped Path	
Three-Track Crossing with Streetcar	
Three-Track Crossing with Vehicle Lanes	
Four-Track Crossing	
Four-Track Crossing with Bike-Ped Path	
Four-Track Crossing with Streetcar	
Four-Track Crossing with Vehicle Lanes	

4.1. No Action Alternative

The No Action Alternative would not expand the existing railroad right-of-way from two to four tracks and would not construct a new crossing of the GWMP and Potomac River. Therefore, it would not require use of any Section 4(f) resources. However, it would also not meet the Project Purpose and Need because the Long Bridge Corridor must provide more than two tracks top meet future railroad capacity and redundancy needs. Therefore, the No Action Alternative is not a prudent avoidance alternative.

4.2. Tunnel Concepts

Concepts using a tunnel underneath the Potomac River could avoid the use of the Section 4(f) properties listed in **Table 3-1** by traveling underneath the properties. However, a tunnel would not be prudent because without connections to VRE Crystal City Station, VRE L’Enfant Station, and the Virginia Avenue Tunnel at a grade usable by both passenger and freight trains it would not meet the Project Purpose and Need.

The tunnel concepts would make it unreasonable to proceed with the project in light of its stated Purpose and Need, and would result in additional construction, maintenance, or operational cost of an extraordinary magnitude. Specifically:

- The tunnel concepts could not meet the Project’s Purpose and Need, which requires that any new infrastructure retain the potential for interoperability between passenger and freight trains

while at the same time maintaining network connectivity. There is no engineering solution that would meet both requirements with a tunnel alternative. Based on previous studies, a tunnel under the Potomac River and Washington Channel would need to be at least 80 feet deep to avoid existing infrastructure (for example, Metrorail).¹² Given the grade requirements for freight trains (1.25 percent) and the need for the tunnel to connect to VRE Crystal City Station, VRE L'Enfant Station, and the Virginia Avenue Tunnel, the distance of an 80-foot-deep tunnel would require grades that would prevent freight trains from using the tunnel. It would be therefore impossible for freight and passenger trains to use the newly built tunnel infrastructure.

- The resiliency and redundancy criterion based on the Purpose and Need required that all tracks be usable by both passenger and freight trains. Therefore, any concepts that cannot accommodate both passenger and freight trains (such as a passenger railroad-only tunnel) do not meet purpose and need because they do not enable redundancy.
- The Phase I Long Bridge Study considered a twin bore tunnel that would carry freight and passenger trains in separate tunnels. This option would require construction of a new underground passenger rail station replacing the existing VRE L'Enfant Station in order to provide connectivity to existing passenger rail infrastructure. The study estimated the cost of the tunnel option at \$5.728 billion in 2013 dollars. In addition to not meeting the redundancy criterion of the Project's Purpose and Need, this option would result in additional construction, maintenance, or operational cost of an extraordinary magnitude due to construction costs and the need to maintain and operate a new underground station.¹³

4.3. New Corridors

Concepts using a new corridor rather than or in addition to the existing Long Bridge Corridor could avoid the use of the Section 4(f) properties listed in **Table 3-1** by avoiding a Potomac River crossing near the Monumental Core. However, a new corridor would not be prudent because it would not meet the Purpose and Need of the Project, and it would likely result in severe social, economic, and environmental impacts.

A new corridor would fail to serve as a critical link connecting the local, regional, and national transportation network because it would not facilitate connections to existing railroad stations (including VRE Crystal City and L'Enfant stations and Washington Union Station), employment and residential nodes, freight railroad infrastructure (including the recently reconstructed Virginia Avenue Tunnel), and other modes of transportation; connecting to these options would bypass existing facilities. Failing to connect to these important nodes would make it unreasonable to proceed with the project in light of its stated Purpose and Need.

The screening of alternatives did not evaluate specific rerouting options. However, analysis completed for the *Virginia Avenue Tunnel Environmental Impact Statement* found that alternative routes that had

¹² The concept evaluation for the Virginia Avenue Tunnel EIS analyzed a deep bore tunnel that would need to be 80 feet deep and 9 miles long. A tunnel as part of the Long Bridge Project would share many of the same drivers for length and depth. (FHWA and DDOT, Virginia Avenue Tunnel Reconstruction Project FEIS, Appendix B: Concepts Evaluation Technical Report. July 2012. Accessed from <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>. Accessed February 6, 2020).

¹³ DDOT. Long Bridge Study. January 2015. Accessed from <https://ddot.dc.gov/publication/final-long-bridge-study>. Accessed February 6, 2020.

previously been studied would require a new bridge over the Potomac River and more than 30 miles of new railroad, would traverse several communities, would affect diverse natural resources, and would have extremely high costs (from over \$3 billion to over \$4 billion in 2007 dollars).¹⁴

4.4. Construction Staging and Access

The Project Area encompasses a variety of properties, including privately owned mixed-use developments and multi-story buildings, several highly-traveled roadway networks, numerous underground utilities, and public parks located on both sides of the Potomac River. Construction engineers and planners assessed the construction activities, materials, and equipment required to complete the Project under normal train operations. They reviewed the Corridor and surrounding areas extensively for locations that could provide construction access and staging areas that would avoid Section 4(f) properties. Due to the density of land uses surrounding the Corridor, opportunities for construction staging locations and access are limited. This results in necessary and unavoidable construction access and staging within Section 4(f) properties including Long Bridge Park, GWMP, East Potomac Park, West Potomac Park, and Hancock Park because of their proximity to project construction activities. Avoiding these areas would cause construction inefficiencies, including longer construction durations, severe impacts to roadway networks and train operations throughout construction, inaccessible construction activities, and increased construction costs and would not be a prudent alternative to the use of the Section 4(f) properties during construction.

5.0 Planning Undertaken to Minimize Harm

When there is no feasible and prudent alternative to the use of a Section 4(f) resource, the Project must include all possible planning to minimize harm to the Section 4(f) property. This section provides a summary of the planning efforts undertaken to minimize harm to each Section 4(f) resource that cannot be avoided, including, as appropriate, the results of consultation with VDHR and DC SHPO. FRA has coordinated with the NPS, VDHR, DC SHPO, and Arlington County. These entities are the OWJs for the Section 4(f) properties identified in **Section 2.0, Section 4(f) Protected Properties**. Plans to minimize harm for the two Action Alternatives are nearly the same. **Section 6.0, Least Overall Harm Analysis**, provides a summary of the differences to minimize harm between the alternatives.

Conceptual engineering for each of the Action Alternatives minimized harm to Section 4(f) resources by staying within the existing railroad right-of-way to the extent practicable. In addition, mitigation measures, such as restoring vegetation to areas cleared for construction staging and adding new landscaping, are proposed to minimize visual impacts on the GWMP, GWMP and MVMH Historic Districts, East Potomac Park, West Potomac Park, and East and West Potomac Parks Historic District.

For those locations where construction would be outside of the current right-of-way, FRA and DDOT identified staging and work areas that provide suitable construction access, sufficient space for storing equipment and supplies, and safety to workers and the public, all while minimizing harm to Section 4(f) properties. The sections below describe specific steps to minimize harm to each of the Section 4(f) park

¹⁴ FHWA and DDOT. Virginia Avenue Tunnel Project Environmental Impact Statement, Chapter 3.7: Alternative Concepts Considered But Rejected. May 2014. Accessed from <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>. Accessed January 9, 2019.

properties where there is a Section 4(f) use that is not *de minimis*. **Figures 5-1 and 5-2** illustrate the changes made in construction staging plans for each Action Alternative to minimize harm to Section 4(f) resources.

5.1. George Washington Memorial Parkway and MVMH/GWMP Historic Districts

Early in the planning process, FRA and DDOT reached out to NPS, DC SHPO, and VDHR to hear their concerns regarding protection of NPS properties and historic sites given their legislative and policy mandates. Based on these early meetings, Project designers created a conceptual construction access and staging area design to facilitate future discussions. After further rounds of discussions with NPS staff from GWMP, NAMA, and the National Capital Region (NCR) regarding the initial construction access and staging design, FRA and DDOT made modifications to the locations of construction and staging areas. The construction access and staging areas presented in the Long Bridge Project EIS and this Section 4(f) Evaluation reflects those modifications.

The current construction access and staging areas plan reduces impacts to Section 4(f) resources in some areas and increases impacts in others. **Figures 5-1 and 5-2** compare the initial construction access and staging plan with the revised plan for each of the Action Alternatives. The sections below provide information about minimization of harm for the GWMP and GWMP and MVMH Historic Districts.

NPS maintains an enforceable policy that allows no commercial trucks on the GWMP. To comply with NPS policy, designers evaluated the use of other transportation routes to get materials and equipment to the construction site and considered all possible access routes to minimize harm to the GWMP and GWMP and MVMH Historic Districts.

Initial Access and Staging Plan: To construct the bridges over the GWMP, construction crews would require access to the center piers and abutments. Initial reviews of the site proposed access routes from a barge at Gravelly Point, located 0.43 miles south of Long Bridge. In this initial plan, construction vehicles would use the MVT to travel back and forth to Gravelly Point. Vehicles could also access the MVT via temporary exit ramps from I-395. This concept avoided use of the GWMP roadway to the extent practicable and eliminated the need for a staging area immediately east of the existing bridge alignment. However, this concept had a greater impact on other GWMP resources including closure of this section of the MVT to the public for the duration of construction.

Revised Access and Staging Plan: To avoid the impacts described above, designers developed a plan making use of the staging areas at Boundary Channel Drive and access via I-395 and a short (0.38-mile) section of the GWMP roadway. This plan would require an additional staging area immediately east of the existing bridge alignment as well as a staging area between I-395 and the GWMP. Designers initially proposed a 2.6-acre staging area on the parcel between I-395 and the GWMP, which is partially wooded with a grassy field. Following further coordination with NPS, designers reduced the size of this site to the approximately 1.2 acres occupied by the grassy field, minimizing impacts to mature trees.

897 **Figure 5-1 | Action Alternative A Minimization Construction Impacts**



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899 **Figure 5-2 |** Action Alternative B Minimization of Construction Impacts



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Construction: DRPT would require the contractor to implement a construction management control plan, which will minimize temporary construction impacts to the GWMP and GWMP and MVMH Historic Districts. The contractor would maintain visitor access to parkland during construction and minimize impingement on areas used by park visitors. The contractor would be required to install fencing, mulch, and planking to reduce injury and compaction when vegetated surfaces are the only option for staging near the Project. The contractor would also employ erosion control and stormwater management measures during construction to reduce disturbance from erosive forces and sedimentation. They would also avoid the use of the GWMP to transport construction equipment to the extent possible. Lane closures would be limited to off-peak hours, lane crossing of construction vehicles would be limited to nighttime hours, and two lanes of traffic would be maintained on the GWMP at all times.

Design Review: To minimize potential adverse effects of introducing new features into historic districts, any elements of the Project introduced into NPS-administered properties would be required to be compatible with the character of existing resources and appropriate for the context of Washington, DC's Monumental Core. DRPT, in consultation with FRA, will consult with DC SHPO, VDHR, NPS, NCPC and CFA as engineering and design are progressed including final engineering and design documents. Design Review would address, but would not be limited to the following unresolved design elements: a) new railroad bridge design and engineering, including structure type, vertical clearance, visual appearance of the structural system, and alignment; b) aesthetic treatment of new component bridges or other structures introduced into NPS-administered properties; c) landscape design within the limits of disturbance of the Project; d) any additional signage or lighting necessitated by the Project; e) design of the bike-pedestrian crossing and any associated access ramps and trail connections; and f) construction staging and access procedures.

Tree Protection Plan: A tree protection plan would be executed by DRPT to determine which vegetation and trees are anticipated to be removed or impacted by the Project. Where feasible, extant trees and vegetation would be preserved in situ and protected during construction. To the extent feasible and appropriate, trees and other vegetation would be introduced to screen new bridge structures and minimize their visual effect. The plan would include, at a minimum: documentation of the site's existing conditions; quantification and illustrations of trees and/or areas of trees that would be affected by the Project; specifications for the protection of trees where possible; specifications for the replacement of trees, and their caliper, where necessary; and a landscape plan.

5.2. East Potomac Park, West Potomac Park, and East and West Potomac Parks Historic District

Both Action Alternatives would require expanded right-of-way at East Potomac Park, West Potomac Park, and East and West Potomac Parks Historic District to make room for the additional two tracks. FRA and DDOT took steps to minimize harm to this park and historic site related primarily to construction access and staging. The limited space and existing infrastructure adjacent to the right-of-way make this particularly challenging. Few feasible opportunities exist to minimize impacts to East Potomac Park, West Potomac Park, and East and West Potomac Parks Historic District to accommodate vehicular and equipment access. Construction would not alter the existing road network, and existing on/off-ramps to 14th Street SW and I-395 would be used to access Ohio Drive SW and other points of entry to the construction zone within the park and historic district.

Initial Access and Staging Plan: To minimize traffic impacts within the park, designers initially considered bringing equipment and supplies to construction staging areas within the park via barge. This concept would require the construction of a loading and unloading finger pier in the Potomac River along the shoreline near the intersection of Ohio Drive SW and Buckeye Drive (**Figures 24-10 and 24-11**). It would also require a 2.1-acre staging yard across the street on a site currently occupied by temporary office trailers for the NPS NCR headquarters renovation project. In addition, the concept would likely require channel dredging of shallow water around the barge loading finger pier to prevent barge motors from scouring the river bottom.

Revised Access and Staging Plan: Following coordination with NPS, FRA and DDOT revised the plan described above. Revisions included use of finger piers, which have a smaller impact to the river bottom, rather than finger piers, and use of a spud barge rather than a finger pier at Buckeye Drive to avoid the need for dredging. Designers also worked with NPS to reduce the staging areas at NPS Parking Lots B and C, eliminating impacts to vegetation surrounding the lots. Designers also moved a proposed staging area at Ohio Drive SW and I-395 from an existing sports field to an adjacent parcel that currently in use as staging for the NPS NCR headquarters renovation.

Construction: DRPT would require the contractor to implement a construction management control plan, which will minimize temporary construction impacts to East Potomac Park, West Potomac Park, and East and West Potomac Park Historic District. The contractor would maintain visitor access to parkland during construction and minimize impingement on areas used by park visitors. The contractor would be required to install fencing, mulch, and planking to reduce injury and compaction when vegetated surfaces are the only option for staging near the Project. The contractor would also employ erosion control and stormwater management measures during construction to reduce disturbance from erosive forces and sedimentation.

Design Review: To minimize potential adverse effects of introducing new features into historic districts, any elements of the Project introduced into NPS-administered properties would be required to be compatible with the character of existing resources and appropriate for the context of Washington, DC's Monumental Core. DRPT, in consultation with FRA, will consult with DC SHPO, VDHR, NPS, NCPC and CFA as engineering and design are progressed including final engineering and design documents. Design Review would address, but would not be limited to the following unresolved design elements: a) new railroad bridge design and engineering, including structure type, vertical clearance, visual appearance of the structural system, and alignment; b) aesthetic treatment of new component bridges or other structures introduced into NPS-administered properties; c) landscape design within the limits of disturbance of the Project; d) any additional signage or lighting necessitated by the Project; e) design of the bike-pedestrian crossing and any associated access ramps and trail connections; and f) construction staging and access procedures.

Tree Protection Plan: A tree protection plan would be executed by DRPT to determine which vegetation and trees are anticipated to be removed or impacted by the Project. Where feasible, extant trees and vegetation would be preserved in situ and protected during construction. To the extent feasible and appropriate, trees and other vegetation would be introduced to screen new bridge structures and minimize their visual effect. The plan would include, at a minimum: documentation of the site's existing conditions; quantification and illustrations of trees and/or areas of trees that would be affected by the

983 Project; specifications for the protection of trees where possible; specifications for the replacement of
 984 trees, and their caliper, where necessary; and a landscape plan.

985 **6.0 Least Overall Harm Analysis**

986 FRA and DDOT determined that the alternative that causes the “least overall harm” is Action Alternative
 987 A (Preferred Alternative). If there are no feasible or prudent avoidance alternatives, FRA may approve
 988 only the alternative that causes the “least overall harm” in light of the purpose of Section 4(f).¹⁵ The
 989 regulations require that FRA determine which alternative causes the least overall harm through
 990 assessing and balancing the following seven factors:

- 991 1. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures
 992 that result in benefits to the property);
- 993 2. The relative severity of the remaining harm, after mitigation, to the protected activities,
 994 attributes, or features that qualify each Section 4(f) property for protection;
- 995 3. The relative significance of each Section 4(f) property;
- 996 4. The views of the OWJs over each Section 4(f) property;
- 997 5. The degree to which each alternative meets the purpose and need for the project;
- 998 6. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected
 999 by Section 4(f); and,
- 1000 7. Substantial differences in costs among the alternatives.

1001 This section summarizes the results of the assessment of the Action Alternatives relative to these seven
 1002 factors for each of the Section 4(f) resources for which the Project would result in a “use.”

1003 **6.1. Factor 1: The ability to mitigate adverse impacts to each Section** 1004 **4(f) property (including any measures that result in benefits to** 1005 **the property)**

1006 Both Action Alternatives A and B would have unavoidable Section 4(f) uses of the GWMP, GWMP and
 1007 MVMH Historic Districts, East Potomac Park, West Potomac Park, and the East and West Potomac Parks
 1008 Historic District. **Table 6-1** provides a summary of the expected uses and proposed mitigation.
 1009 Mitigation to offset uses of Section 4(f) properties typically depends on the type and intensity of the use.
 1010 For the Long Bridge Project, the two Action Alternatives have similar impacts.

1011 At each of the Section 4(f) properties listed in **Table 6-1**, mitigation would include restoring the areas
 1012 affected by construction after completing construction. DRPT would develop a restoration plan. The plan
 1013 would outline a planting plan for native trees and shrubs within open areas and sowing grass seed to re-

¹⁵ 23 CFR 774.3(c)

1014 create the park-like setting present before construction to restore the vegetative element of the cultural
 1015 resource. DRPT would rehabilitate paved areas where needed.

1016 **Table 6-1 | Mitigation for Impacts to Section 4(f) Resources**

Section 4(f) Resource	Mitigation
GWMP GWMP Historic District MVMH Historic District	<ul style="list-style-type: none"> • New bike-pedestrian crossing providing connectivity with regional trail network • Vegetation protection plan • Vegetation restoration plan • Vegetation replacement • Roadway restoration to original or better condition • Interpretation plan • Viewshed protection plan • Cultural landscape inventory
East Potomac Park West Potomac Park East and West Potomac Parks Historic District	<ul style="list-style-type: none"> • New bike-pedestrian crossing providing connectivity with regional trail network • Vegetation protection plan • Vegetation restoration plan • Vegetation replacement • Interpretation plan • Cultural landscape inventory • Compensate NPS for loss of parking spaces • Roadway and infrastructure restoration to original or better condition

1017
 1018 Mitigation would include public communication of lot closures with mapping via hard copies or web
 1019 apps to indicate alternative parking areas. Following construction, DRPT would restore and reopen the
 1020 76 spaces in NPS Parking Lot B for public use. However, the railroad right-of-way expansion would
 1021 permanently use parking spaces at NPS Parking Lot C because there is no space to expand the surface
 1022 parking area to regain lost spaces. Mitigation would also include designing permanent structures such as
 1023 bridge piers and abutments to be compatible in appearance and materials to the existing bridge
 1024 structures to maintain visual continuity.

1025 In addition to site-by-site restoration activities, DRPT would offset the effects to recreational values
 1026 across all permanently impacted parks along the Corridor through one mitigation project that benefits
 1027 all parks. The mitigation plan includes constructing a new bike-pedestrian shared use path that (running
 1028 south to north) would begin at Long Bridge Park, bridge over the GWMP, offer a connecting ramp to the
 1029 MVT, cross the Potomac River to West Potomac Park in the District, and connect to Ohio Drive SW at
 1030 NPS Parking Lot C (**Figure 6-1**).

1031 This mitigation project would add to the recreational values of Long Bridge Park, GWMP, MVT, and East
 1032 and West Potomac Parks by enhancing pedestrian and bicycle connectivity across the Potomac River
 1033 between Virginia and the District for recreational users and commuters. This new pedestrian and bicycle
 1034 bridge would connect the numerous Section 4(f) park and historic sites in the area and add a new
 1035 connection to Long Bridge Park, enhancing the visitor experience. Pedestrians and bicyclists would be
 1036 able to cross the Potomac River without the inconvenience and discomfort of traveling alongside

motorized traffic. This improved connectivity would be the same for both Action Alternatives. The design of the new bridge would be compatible with other existing bridges across the Potomac River to mitigate adverse impacts related to the appearance of a new structure.

Figure 6-1 | Section 4(f) Mitigation: Proposed New Bike-Pedestrian Crossing



The primary difference between the Action Alternatives would be the removal under Action Alternative B of the existing 1904 Long Bridge historic structure that spans the Potomac River, as well as the historic railroad bridge over the GWMP. The loss of the historic structure and the contributing elements these bridges offer to the GWMP and MVMH Historic Districts and the East and West Potomac Parks Historic District could be mitigated through actions such as documentation of the bridge through photographs and drawings prior to their removal or the addition of informational signage depicting or describing the historic bridges.

FRA, in coordination with DRPT, NPS, DC SHPO, and VDHR, have developed a Section 106 Programmatic Agreement (PA) to minimize and mitigate adverse effects from Action Alternative A (the Preferred Alternative) to the GWMP, MVMH, and East and West Potomac Parks Historic Districts. The PA (see **Appendix B of the Combined FEIS/ROD, Section 106 Programmatic Agreement**) includes the following minimization and mitigation measures:

- Design review (to include DRPT, FRA, DC SHPO, VDHR, NCPC, and NPS) as engineering and design progress to address unresolved design elements and ensure new elements are aesthetically compatible with the character of existing resources.
- Development and implementation of a vegetation protection plan to determine which vegetation and trees would be removed or impacted by the project.

- 1059 • Development and implementation of a vegetation restoration plan to determine the number
1060 and caliper of trees to replace vegetation and trees removed or impacted by the project, as well
1061 as their replacement location.
- 1062 • Development and implementation of an interpretation plan to provide information to the public
1063 on the history of Long Bridge.
- 1064 • Development and implementation of a viewshed protection plan for the area of the GWMP and
1065 MVMH from Alexandria to Columbia Island.
- 1066 • Development and implementation of cultural landscape inventories for GWMP and MVMH and
1067 East and West Potomac Parks.
- 1068 • Development and implementation of a construction management control plan to minimize
1069 impacts to historic sites due to noise, vibration, and visual effects during construction.

1070 **6.2. Factor 2: Relative Severity of the Remaining Harm after Mitigation**

1071 Factor 2 analyzes the severity of the remaining harm to each Section 4(f) resource after implementation
1072 of measures to avoid, minimize, and mitigate. Where mitigation can effectively reduce the harm for all
1073 uses to a Section 4(f) resource, the severity of remaining harm is a key consideration. Section 4(f)
1074 requires a determination of whether the impacts following mitigation are significant within the context
1075 of the purpose, goals, plans, and other resource management objectives for the Section 4(f) resource.

1076 Action Alternatives A and B would have similar uses across all Section 4(f) properties affected. The
1077 primary differences between alternatives include the additional property required for construction
1078 staging and access at the GWMP for Action Alternative B, the removal of the historic bridge structure for
1079 Action Alternative B, and additional permanent use of land to accommodate a slightly wider railroad
1080 right-of-way for Action Alternative B. The analysis of the relative severity of the remaining harm after
1081 mitigation to all Section 4(f) resources differs between the two Action Alternatives because of the
1082 removal of the historic bridge structures over the Potomac River and the GWMP. Action Alternative A
1083 would avoid harm to the historic structures, while Action Alternative B would remove these structures.

1084 Mitigation to compensate for harm to Section 4(f) properties would focus on restoring vegetation at the
1085 areas used for construction staging and access, and at additional areas as needed. If the disturbed areas
1086 immediately adjacent to the new railroad crossing are not conducive for replanting, restoration efforts
1087 to compensate for harm may be located elsewhere. Following construction, mitigation and natural
1088 processes over time would return the recreational and scenic values at these areas.

1089 After mitigation, visual impacts from the removal of trees would continue at the construction staging
1090 sites and adjacent to the existing railroad. The construction of a new path crossing the Potomac River
1091 would greatly enhance recreational values.

1092 As described in **Section 6.1, Factor 1** minimization and mitigation measures for historic sites would
1093 include measures such as design review, vegetation protection and restoration plans, interpretation
1094 plan, viewshed protection plan, and a cultural landscape inventory. Through the measures included in
1095 the PA, the impacts on historic sites would be reduced below the level of significance.

6.3. Factor 3: Relative Significance of Each Section 4(f) Property

This section gives a brief summary description of the relative importance of each property affected by Action Alternative A and Action Alternative B as a Section 4(f) resource. Some properties have greater significance as a public resource than others.

The GWMP is both a recreational resource and an historic site. It consists of a 25-mile corridor on 7,146 acres adjacent to the western shore of the Potomac River. It offers motorists an attractive park setting with views of the Monumental Core and the river and connects numerous sites important to the history of the country. The GWMP, as a memorial to George Washington, began as a scenic route between the Mount Vernon Estate and Great Falls, Virginia. The GWMP Historic District is listed in the NRHP “as an instrument of conservation and protection of scenic and recreational values,”¹⁶ and provides opportunities for hiking, bicycling, jogging, picnicking, and enjoyment of scenic views. The MVMH Historic District is the original 15.2-mile segment of this resource.

East Potomac Park consists of 330 acres on a manmade island in the Potomac River. West Potomac Park consists of 400 acres including the western end of the National Mall and encompassing the Tidal Basin. They offer a wide range of amenities including a public golf course, memorials, a public swimming pool, picnic areas, parking areas, and extensive roads and paths for cyclists, walkers, and runners. West Potomac Park includes the Jefferson Memorial and George Mason Memorial on the southern edge of the Tidal Basin. Ohio Drive SW is a perimeter road around the parks. The part of the parks where the railroad right-of-way is located consists of buildings, infrastructure, and open space considered part of the administrative offices of the NPS NCR and NAMA with little to no recreational use by the public. Action Alternatives A and B would have similar impacts to East and West Potomac Parks.

East and West Potomac Parks Historic District encompasses 730 acres of parkland along the Potomac River, developed over approximately 100 years. The district’s significance derives from its size and many visitor attractions making it unique as an urban park, its use for special events including the National Cherry Blossom Festival, the fact that it provides the setting for various monuments and memorials and provides a backdrop for many other Federal buildings and monuments, and the involvement of many architects, artists, and landscape architects in its design and evolution over 100 years of development. Long Bridge, constructed in 1904, is a contributing element to the East and West Potomac Parks Historic District. Action Alternative B would remove this Section 4(f) historic structure. Removing this structure would cause a Section 106 adverse effect under the NHPA, resulting in a use under Section 4(f) while Action Alternative A would not.

¹⁶ NPS. April 1995. National Register of Historic Places Nomination Form, George Washington Memorial Parkway.

6.4. Factor 4: Views of the Officials with Jurisdiction over Each Section 4(f) Property

The purpose of this factor is to judge the relative importance of each Section 4(f) resource and the relative significance of potential impacts to these resources based on the OWJ's point of view. Three entities have jurisdiction over the Section 4(f) resources that the Project would potentially affect:¹⁷

- NPS has jurisdiction over the GWMP, GWMP and MVMH Historic Districts, East Potomac Park, West Potomac Park, and East and West Potomac Parks Historic District.
- VDHR and DC SHPO have jurisdiction over NRHP-listed or eligible historic sites in the Study Area (the GWMP and MVMH Historic Districts and East and West Potomac Parks Historic District).

The following analysis explains the positions that these agencies have taken with regard to the potentially affected resources providing insights on how to integrate the views of these jurisdictions into this Section 4(f) analysis:

- **NPS** is a Cooperating Agency because they have jurisdiction over Federal park property in the Project Area, including the GWMP, East Potomac Park, and West Potomac Park. NPS has worked collaboratively with DDOT and FRA throughout the environmental review process. In particular, NPS, DDOT, and FRA worked to develop construction staging and access concepts that would minimize impacts to NPS-administered properties.

NPS has stated that the both Action Alternatives would have significant permanent and temporary impacts to the GWMP, East Potomac Park, and West Potomac Park. They have agreed that most, but not all, of these impacts could be mitigated through the measures agreed to in the Section 106 Programmatic Agreement (see **Appendix B of the Combined FEIS/ROD, Section 106 Programmatic Agreement**) and the mitigation agreement between DRPT and NPS (see **Appendix C of the Combined FEIS/ROD, DRPT-NPS Mitigation Agreement**).

- **DC SHPO** has jurisdiction over the NRHP-listed or eligible historic sites within the District (East and West Potomac Parks Historic District). FRA has consulted with DC SHPO regarding historic resources throughout the environmental review process, starting with initiating the Section 106 process in September 2016. On November 8, 2018 DC SHPO concurred that implementation of either Action Alternative would have an adverse effect on the East and West Potomac Parks Historic District. DC SHPO further stated that Action Alternative B would have greater adverse effects than Action Alternative A, and recommended selection of Action Alternative A as the Preferred Alternative. DC SHPO also recommended that the new railroad bridge be constructed using through plate girders rather than deck plate girders, to establish a consistent, compatible vocabulary for the railroad bridges and differentiate them from the nearby Metrorail bridge.

- **VDHR** has jurisdiction over the NRHP-listed or eligible sites within the Commonwealth of Virginia (the GWMP and MVMH Historic Districts). FRA has consulted with VDHR regarding historic

¹⁷ While not an Official with Jurisdiction for the purposes of Section 4(f), it should be noted that NCPC has approval authority over Federal projects within the District, and advisory approval for Federal projects elsewhere in the National Capital Region and for District of Columbia property.

resources throughout the environmental review process, starting with initiating the Section 106 process in September 2016. On November 8, 2018 VDHR concurred that implementation of either Action Alternative would have an adverse effect on the GWMP and MVMH Historic Districts.

6.5. Factor 5: Degree to Which Each Alternative Meets the Purpose and Need for the Project

DDOT and FRA considered 18 alternatives as part of the EIS process (see **Chapter 3** of the **DEIS, Alternatives**). The analysis resulted in dismissal of 16 alternatives from further consideration. The DEIS evaluated two Action Alternatives (Action Alternative A and Action Alternative B). These design and layout of these two alternatives is very similar. Both Action Alternatives would add two tracks to create a four-track railroad system crossing the Potomac River, and both Action Alternatives would equally meet the project Purpose and Need by increasing railroad capacity for passenger and freight trains, improving resiliency and redundancy, and maintaining network connectivity. Action Alternative A and Action Alternative B equally meet the Purpose and Need for the Project.

6.6. Factor 6: After Reasonable Mitigation, the Magnitude of Any Adverse Impacts to Resources Not Protected by Section 4(f)

This factor addresses the magnitude of unavoidable impacts to resources not protected by Section 4(f) after implementing mitigation measures. In consideration of the adverse impacts resulting from each alternative, the analysis has determined that impacts from the operation of trains, after construction of the Project, would be low and mitigatable for each alternative. However, the complexity of the Project being within and adjacent to parks, historic sites, building, highways, utilities, and surface waters presents a setting in which adverse impacts from construction activities would be unavoidable. **Chapters 5 through 21** of the **DEIS** summarize these impacts.

The two Action Alternatives have relatively the same finished footprint and would cause very similar impacts to the Potomac River, although replacement of the existing bridge would cause additional impacts to vegetation on the shoreline. Additionally, construction techniques and equipment would be the same between the two Action Alternatives, and both Action Alternatives would result in the same operational impacts once construction is complete (same number of trains per day). Impacts would be different between the Action Alternatives because Action Alternative A would keep the existing Long Bridge crossing the Potomac River; therefore, the duration of construction only covers a single bridge across the river and would be shorter than Action Alternative B. The total construction timeline for Action Alternative A would be approximately 5 years, while Action Alternative B would take an estimated 8 years and 3 months to complete. The difference in the construction timeline between alternatives means that Action Alternative B would cause noise, air quality, and visual impacts to other adjacent commercial and residential properties along the Corridor that are not protected by Section 4(f) over a longer duration. These impacts would temporarily impact the quality of life for area residents, commuters, and business workers for 5 years for Action Alternative A and 8 years and 3 months for Action Alternative B.

Construction of Action Alternative A and Action Alternative B would have adverse impacts to transportation during construction in the District. These impacts include lane closures and traffic

detours during certain times of the day that would disrupt traffic flow for vehicles, cyclist, and pedestrians. This adverse impact would not be mitigatable. The impact intensity would be the same for each alternative. However, the impacts to traffic under Action Alternative A would last between 3 years and 6 months to 5 years depending on the segment of construction, while impacts to traffic under Alternative B would last approximately 4 years and 1 month to 8 years and 3 months. **Chapter 9, Transportation**, presents details on the impacts to traffic.

6.7. Factor 7: Substantial Differences in Costs Among Alternatives

Action Alternative B would replace the existing Long Bridge over the Potomac River and the railroad bridge over the GWMP rather than retaining those bridges. The replacement of the existing Long Bridge would require a substantial difference of capital outlay compared to Action Alternative A. Action Alternative B would cost approximately \$900 million more than Action Alternative A, an approximately 47 percent increase.

6.8. Least Overall Harm Analysis Conclusion

Table 6-2 summarizes the comparison of the two Action Alternatives under each of the seven factors considered in the Least Overall Harm Analysis. In making this least harm conclusion all seven factors have been considered and weighed, as required by Section 4(f) regulation.

The OWJs acknowledge that Action Alternative A would have impacts to Section 4(f)-protected properties, but have determined that most (but not all) of these impacts can be mitigated through measures that would be implemented as part of the Section 106 PA (see **Appendix B of the Combined FEIS/ROD, Section 106 Programmatic Agreement**) and the mitigation agreement between NPS and DRPT (see **Appendix C of the Combined FEIS/ROD, DRPT-NPS Mitigation Agreement**). Action Alternative A would meet the Purpose and Need of the Project by providing two additional tracks across the Potomac River with fewer impacts to historic sites and environmental resources than Action Alternative B, and would cost substantially less than Action Alternative B. Therefore, Action Alternative A would cause the least overall harm in light of Section 4(f)'s preservation purpose.

1227 **Table 6-2 | Summary of Least Overall Harm Factors**

Factor	Action Alternative A	Action Alternative B
Section 4(f) Resources with a Use	<ul style="list-style-type: none"> • GWMP • GWMP HD • MVMH HD • East Potomac Park • West Potomac Park • East and West Potomac Parks Historic District 	Same as Action Alternative A
Factor 1: Ability to Mitigate	<ul style="list-style-type: none"> • Offset effects to recreational values through construction of new bike-pedestrian crossing • Offset visual impacts and adverse effects to historic values through vegetation restoration/replacement, viewshed protection plans, cultural landscape inventories 	Same as Action Alternative A, except not able to fully mitigate loss of historic bridges
Factor 2: Relative Severity of Remaining Harm	<ul style="list-style-type: none"> • After mitigation, visual impacts from the removal of trees would continue • Construction of bike-pedestrian crossing would greatly enhance recreational values • Through mitigation included in the PA, impacts on historic sites would be reduced below the level of significance 	Same as Action Alternative A, except loss of historic bridges would be significant even after mitigation
Factor 3: Relative Significance of Each Section 4(f) Property	GWMP; GWMP HD; MVMH HD; East Potomac Park; West Potomac Park; East and West Potomac Parks Historic District are major recreational and historic resources of regional and national significance	Same as Action Alternative A
Factor 4: Views of the Officials with Jurisdiction	OWJs agree most, but not all, impacts can be mitigated	Same as Action Alternative A
Factor 5: Degree to Which Each Alternative Meets Purpose and Need	Meets the Purpose and Need for the Project	Same as Action Alternative A
Factor 6: Magnitude of Impacts to non-Section 4(f) Resources	Action Alternatives have relatively the same finished footprint and would cause very similar impacts	Longer construction duration would result in construction impacts being experienced for longer period of time
Factor 7: Substantial Difference in Cost	Action Alternative B would cost approximately \$900 million more than Action Alternative A, an approximately 47 percent increase	

7.0 Coordination and Consultation

7.1. Public Comments on the Draft Section 4(f) Evaluation

FRA provided an opportunity for public review and comment on the Draft Section 4(f) Evaluation for the Long Bridge Project in conjunction with the public review period for the DEIS from September 5, 2019 through October 28, 2019. The Draft Section 4(f) Evaluation was made available to public together with the DEIS. While no public comments were received specifically on the Draft Section 4(f) Evaluation, the following summarizes public comments received related to impacts to Section 4(f)-protected resources:

- **Long Bridge Park:** The organization Friends of Long Bridge Park stated their opposition to any impacts to parkland within Long Bridge Park. They also requested additional information about construction activities within the park.
- **MVT:** Commenters expressed concern over construction impacts to the MVT. Some commenters also expressed concern that the new bike-pedestrian crossing would increase traffic on the trail, and suggested mitigation.
- **Mitigation:** Commenters expressed support for the bike-pedestrian crossing as mitigation for impacts to parkland.

7.2. Coordination with Officials with Jurisdiction

FRA provided the draft Section 4(f) Evaluation for coordination and comment to the OWJs during the DEIS comment period. FRA provided the evaluation to DOI, which has a 45-day review period.

NPS administers the GWMP, East Potomac Park, West Potomac Park, and Hancock Park and is a Cooperating Agency for this project. Arlington County owns Long Bridge Park and is a Participating Agency. VDHR and DC SHPO are also Participating Agencies. NPS, Arlington County, VDHR, and DC SHPO are OWJs in terms of Section 4(f) regulations.¹⁸

FRA coordinated with the OWJs during the entirety of the Section 4(f) evaluation. Prior to making Section 4(f) approvals, the Section 4(f) Evaluation by FRA was provided for coordination and comment to the OWJs. FRA is responsible for soliciting and considering the comments of OWJs over the Section 4(f) property, as part of the administration of Section 4(f).

Engagement with NPS, Arlington County, VDHR and DC SHPO in their roles in the NEPA and Section 106 process is described in **Tables 25-2 and 25-4 in Chapter 25 of the DEIS, Public Involvement and Agency Coordination**. In addition to the coordination points and meetings outlined in that chapter, FRA and DDOT have coordinated with OWJs through the methods described below. OWJs also had the opportunity to comment on the DEIS. Both NPS (through DOI) and Arlington County provided comments during the public review period for the DEIS (see **Appendix F of the Combined FEIS/ROD, Agency, Operator, and Organization Comments Received**).

¹⁸ While not an Official with Jurisdiction for the purposes of Section 4(f), it should be noted that NCPC has approval authority over Federal projects within the District, and advisory approval for Federal projects elsewhere in the National Capital Region and for District of Columbia property.

- **NPS:** FRA and DDOT held regular monthly coordination meetings with NPS throughout the development of the EIS. The purpose of the meetings is to share information and discuss project issues and coordination needs.
- **Arlington County:** DDOT held coordination meetings with Arlington County to discuss issues and receive input specific to Long Bridge Park on August 31, 2017, and September 26, 2018.
- **Technical Advisory Committee Meeting:** On August 16, 2018, FRA and DDOT held a meeting with multiple agencies with an interest in the visual analysis, including NPS, VDHR, and DC SHPO. The purpose of the meeting was to discuss the viewsheds proposed for analysis using photo simulations.

7.3. Coordination with Cooperating Agencies

The Lead and Cooperating Agencies have specific opportunities for meaningful participation in the decision-making process for the Project, including review and comment on the Draft Section 4(f) Evaluation. For this Project, FRA is providing an opportunity for Cooperating Agency review and comment on this Draft Section 4(f) Evaluation in conjunction with their review period for the DEIS. Coordination among these agencies will continue throughout the development of the Project and further refinement of the Section 4(f) Evaluation. **Table 25-2 in Chapter 25 of the DEIS, Public Involvement and Agency Coordination**, lists and describes the key agency coordination points throughout the decision-making process for the Project.

7.4. Section 106 Consultation

FRA is conducting Section 106 consultation concurrently with development of the EIS and Section 4(f) Evaluation. For this project, Section 106 consultation involved coordination with DDOT, DC SHPO, VDHR, NPS, and Arlington County, as well as other Consulting Parties, regarding the potential impacts of the Action Alternatives to the GWMP, MVMH and East and West Potomac Parks Historic Districts. Consultation also included discussion of proposed measures to avoid, minimize, and mitigate adverse effects and FRA incorporated these measures into mitigation for impacts to Section 4(f) resources. **Chapter 25.6 of the DEIS, Section 106 Consultation**, provides additional detail on the Section 106 consultation. **Table 25-4 of the DEIS** lists the dates and topics of the meetings held with the Consulting Parties.

7.5. Public Involvement

Section 4(f) requires that FRA must provide public notice and an opportunity for public review and comment on the Draft Section 4(f) Evaluation and *de minimis* determinations. This requirement can be satisfied in conjunction with other public involvement procedures, such as the comment period provided on a DEIS prepared in accordance with NEPA.

On November 29, 2018, FRA and DDOT held a public meeting to inform the public of the identification of the Preferred Alternative for the Project. At the meeting, FRA and DDOT provided an overview of Section 4(f) and explained the potential for the bike-pedestrian crossing to serve as mitigation for impacts to Section 4(f) resources.

8.0 Section 4(f) Determination

As described in **Section 3.0, Use of Section 4(f) Protected Properties**, the Preferred Alternative for the Long Bridge Project would result in use of the following Section 4(f) properties:

- Long Bridge Park (*de minimis* impact)
- GWMP
- GWMP Historic District
- MVMH Historic District
- East Potomac Park
- West Potomac Park
- East and West Potomac Parks Historic District

FRA finds that there is no feasible and prudent alternative to the use of Section 4(f) properties for this project. FRA, DDOT, and NPS have committed to minimize the harm to these resources associated with the Preferred Alternative by implementing the measures of the Section 106 PA and the DRPT-NPS Mitigation Agreement. As described in **Section 6.0, Least Overall Harm Analysis**, the Preferred Alternative would cause the least overall harm in light of Section 4(f)'s preservation purpose in comparison to the other project alternatives.

Attachment A:

Officials with Jurisdiction Correspondence



United States Department of the Interior

Office of the Secretary
Office of Environmental Policy and Compliance
1849 C Street, NW - MS 2629 - MIB
Washington, D.C. 20240

In Reply Refer to:

April 30, 2020

9043.1
ER 19/0417

Electronically Filed
David.Valenstein@dot.gov

David Valenstein
Senior Advisor – Major Projects & Credit Programs
USDOT/FRA Office of Railroad Policy and Development
55 M Street, SE
Suite 400
Washington, DC 20003

Subject: Final Section 4(f) Evaluation for the Long Bridge Project, Arlington, Virginia and Washington, D.C.

Dear Mr. Valenstein:

The U.S. Department of the Interior (Department) has reviewed the Final Section 4(f) Evaluation for the Long Bridge Project (the Project), which is to provide additional long-term railroad capacity and improve reliability of railroad service in the Long Bridge Corridor through a 1.8-mile railroad section between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The Project also includes a new bike-pedestrian crossing as part of the mitigation for use of Section 4(f)-protected property, which will be located upstream of the new railroad bridge and will provide connectivity over the Potomac River between Long Bridge Park in Arlington, Virginia to the District of Columbia.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

In a letter dated October 28, 2019, the Department provided comments on the Draft EIS and Draft Section 4(f) Evaluation (see enclosure). The National Park Service (NPS) has been participating as a cooperating agency due to the use of property from the George Washington Memorial Parkway and the National Mall and Memorial Parks, and has been coordinating with FRA, DDOT, and DRPT during the development of the EIS. The Department understands that FRA is in the process of preparing a combined Final EIS / Record of Decision. Our comments

TRANSMITTED ELECTRONICALLY – NO HARDCOPY TO FOLLOW

are solely on the Final Section 4(f) Evaluation which was submitted to the Department for review on April 23, 2020.

As stated in the Draft EIS and Draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). The Final Section 4(f) Evaluation determined that of the two build alternatives being considered, Alternative A best meets the purpose and need of the Project by providing two additional tracks across the Potomac River with fewer impacts to historic sites and environmental resources than Action Alternative B, and would cost substantially less than Action Alternative B. Therefore, Action Alternative A would cause the least overall harm in light of Section 4(f)'s preservation purpose and there is no prudent and feasible alternative to the use of Section 4(f) properties for this Project. FRA, DDOT, and DRPT have committed to minimize the harm to these resources associated with the Preferred Alternative by implementing the measures of the Section 106 Programmatic Agreement and the DRPT and NPS Mitigation Agreement.

Alternative A will require the permanent use of up to 0.5 acres and the temporary use of up to 3.8 acres of the George Washington Memorial Parkway. This includes affecting approximately 600 linear feet of the Mount Vernon Trail for the construction of the new bridge over the trail. Access to the Mount Vernon trail and the George Washington Memorial Parkway will remain open to visitors throughout construction. Alternative A will also require the permanent use of up to 1.9 acres and the temporary use of up to 3.4 acres of East and West Potomac Park; and permanent use of up to 0.53 acres.

In the Draft Section 4(f) Evaluation, FRA determined that the use of Hancock Park for construction access and staging was *de minimis*. At that time, the NPS did not concur with this finding, and determined that it was a temporary use under Section 4(f) as a third of this very small park would be unavailable for use by the public for a duration of three years. FRA has reduced their use of Hancock Park down to .09 acres for construction access in a location that already serves as access and has now determined that it meets the criteria for a temporary occupancy exception and would not constitute a Section 4(f) use.

Upon review of the Final Section 4(f), the Department concurs with the findings of the least harm analysis and FRA's determination. We agree that the Preferred Alternative will have impacts to Section 4(f) resources and have determined that most of these impacts will be mitigated through the implementation of a new bicycle-pedestrian crossing and through measures stipulated in the Section 106 Programmatic Agreement and the Mitigation Agreement between the DRPT and the NPS. The Preferred Alternative would also result in a new bicycle-pedestrian connection with Long Bridge Park, the Mount Vernon Trail, Ohio Drive SW, the National Mall and Memorial Parks, and East Potomac Park.

The Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad service and the rationale for expanded capacity within this corridor. However, the NPS is concerned with the potential impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DRPT during design and project implementation to mitigate and minimize impacts to NPS resources.

If you have any questions or need additional information, please contact Tammy Stidham, Deputy Associate Area Director, Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email at Tammy_Stidham@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

Michaela Noble

Michaela E. Noble
Director, Office of Environmental Policy
and Compliance

Enclosure:

cc: Anna Chamberlin, AICP, Long Bridge Project
Tammy Stidham, NPS



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

October 28, 2019

9043.1
ER 19/0417

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and draft Section 4(f) Evaluation for the Long Bridge Project (the Project), which connects Arlington, Virginia to Washington D.C. The Department submits the following comments in accordance with provisions of the National Transportation Act of 1966, as amended 23 U.S.C. 138 and 49 U.S.C. 303, referred to as Section 4(f), and the applicable regulations at 23 C.F.R. 774, and other regulations and guidance.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the DEIS and Draft Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The location of this proposal is in the Capitol Hill neighborhood of the District of Columbia (District) beneath eastbound Virginia Avenue SE from 2nd Street SE to 9th Street SE; Virginia Avenue Park between 9th and 11th Streets; and the 11th Street Bridge right-of-way. Construction is anticipated to start 2022 and last for approximately four to five years. The proposed new infrastructure includes a new two-track railroad bridge and a bicycle/pedestrian bridge over the Potomac River that will transect both the National Mall and Memorial Parks (NAMA) and the George Washington Memorial Parkway (GWMP). Because of the Project's impacts to these National Park Service (NPS) administrative units, the NPS is

serving as a cooperating agency on this project and has been coordinating with FRA, DDOT, and DPRT during the development of the DEIS.

As part of this DEIS and draft Section 4(f) Evaluation process, a number of different preliminary concepts were developed. Following an evaluation of these concepts several failed to meet the Project's overall purpose and need, and were dismissed from further analysis. The two action alternatives evaluated in the DEIS include:

- **Alternative A** - Action Alternative A would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking in Arlington, Virginia through LE Interlocking in the District. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP.
- **Alternative B** - Similar to Action Alternative A, Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges. In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A.

As stated in the DEIS and draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). Of the two build alternatives being considered, Alternative A was identified as being a preferred alternative in the DEIS and draft Section 4(f) Evaluation. Under both alternatives, a bicycle-pedestrian bridge with connections to Long Bridge Park, the Mount Vernon Trail, and Ohio Drive SW located between the Metrorail Bridge and a new upstream railroad bridge is being considered as potential mitigation for impacts to properties protected under Section 4(f).

After review of the DEIS and draft Section 4(f) Evaluation, the Department understands that, due to the current location, this project will result in significant permanent and temporary impacts of the following Section 4(f) resources:

- **The GWMP/Mount Vernon Memorial Highway** - Congress established the GWMP in May 1930, as one of the nation's premiere parkways, in the 1930s to commemorate the first President of the United States, provide scenic drives and connectivity to historic sites along the Potomac River, and create an aesthetic entryway into the District. The 25-mile parkway, administered by the NPS, runs along the Potomac River from the Mount Vernon Estate to Great Falls, Virginia. The Mount Vernon Memorial Highway (MVMH) is the original 15.2-mile segment of the GWMP commemorating the birth of George Washington.

- **Mount Vernon Trail (MVT)** – The MVT is an 18-mile paved trail for pedestrians and bicyclists that runs between George Washington's Mount Vernon Estate and Theodore Roosevelt Island and parallels the GWMP for its entire length. The MVT is a recreational resource within the park, however, it is not currently a contributing resource to the GWMP or MVMH Historic Districts.
- **East Potomac Park (EPP)** - East Potomac Park is one of the largest recreational spaces in the Washington, DC, core, occupying most of Hains Point between the Washington Channel and the Potomac River. It is almost 330 acres in size and extends southeast of West Potomac Park. East Potomac Park has been primarily developed for active recreation uses. The park currently contains a golf course with food service, one of the country's oldest miniature golf courses, a swimming pool, and a tennis facility. The area's roads are well used by bicyclists. Visitor services also include picnic facilities, restrooms, and a playground.
- **Hancock Park** - approximately 1.11-acre located between the existing railroad tracks, northeast of the LE Interlocking, west of 7th Street SW, south of Maryland Avenue SW, and east of the 9th Street SW Expressway. HP contains open space, walkways, landscaping and screening, and café tables and chairs.

Alternative A would require the permanent use of up to .5 acres for the new bridge structure along the western side of the exiting Long Bridge and approximately .62 acres from the new bicycle/pedestrian bridge. The new railroad bridge would pass over the MVT and GWMP roadway and would permanently occupy a portion of the vegetated area between the trail and the roadway, with 15-20 foot high retaining walls. Construction of the new bridge would result in removal of approximately 70 trees, including three larger trees with greater than 34-inch trunk diameters. Some of these trees date to the 1932 planting plan of the GWMP and were intended to visually screen the railroad bridge from the motorway. Temporary use of up to 3.8 acres of NPS-administered land from the GWMP and MVMH for construction access and staging.

Alternative A would require the permanent use of up to 2.75 acres for retaining walls, abutments, and bridges through the park and approximately .31 acres from the new bicycle/pedestrian from NPS property from EPP and WPP. The new railroad bridge would pass over East Ohio Drive and the two new tracks would require widening of the existing railroad embankment, affecting approximately 2.4 acres of the park. The widened railroad right-of-way would also permanently occupy a portion of NPS Parking Lot C, causing the permanent loss of up to 50 parking spaces. Construction staging areas and widening of the embankment would require removal of approximately 170 trees, including eight larger trees with greater than 34-inch trunk diameters and up to four Japanese cherry blossom plantings. The majority of the trees removed (150) would be small saplings under 12-inch trunk diameters that screen the railroad tracks. Temporary use of up to 5.7 acres of NPS property from EPP and WPP for construction access and staging.

FRA has determined that the use of Hancock Park is *de minimis*. The temporary use is for construction access and staging. The NPS does not concur with this finding as a third of this very small park will be unavailable for use by the public for a duration of three years. The NPS considered this a temporary use under Section 4(f).

The Department agrees with the statements in both the DEIS and Draft Section 4(f) Evaluation that the Project would result in a determination of “adverse effect” under Section 106 National Historical Preservation Act (Section 106) to GWMP, MVMH, EPP and WPP historic resources. The removal of contributing vegetation, especially mature trees that date to the GWMP’s 1932 planting plan and were intended to screen the railroad bridge from motorists, and the introduction of highly visible major infrastructure would diminish the historic integrity (specifically, the contributing vegetation), and inherent feeling of both the GWMP and MVMH. Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through incorporation of parkland and removal of up to four contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect. Due to a determination of adverse effect, NPS has been participating as a consulting party in the development of a Programmatic Agreement which is being prepared in consultation with the DC State Historic Preservation Office and other consulting parties.

With regard to the draft Section 4(f), the Department understands no feasible and prudent alternatives that avoid the use of Section 4(f) properties were identified and that the action alternatives evaluated have somewhat equal impacts to Section 4(f) properties. The draft Section 4(f) Evaluation does not make a determination regarding prudent and feasible, as defined in 23 CFR 774.17. Document states that FRA will complete the Final Section 4(f) Evaluation at the same time as the FEIS for the Project. It will include a determination of the impacts to Section 4(f) properties resulting from the Preferred Alternative and documentation of measures to minimize harm. As a result, the Department is not likely to concur at this time. The Department will require more information regarding alternatives, mitigation and minimization as well as FRA determination of prudent and feasible. Implementation of the bicycle/pedestrian bridge is an element that would be a benefit to the NPS properties being impacted and would enhance access and connectivity to and through NPS properties.

Finally, the Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad services and understands the rationale for expanded capacity to occur within this corridor. However, we also understand the major significant impacts the project will have on NPS property, visitor use, access, and experience, impacts to additional Section 4(f) resources and that the disruption during construction will last between four and five years. The Department remains concerned with significant impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DPRT during this long-term planning process to continue to mitigate and minimize these impacts.

If you have any questions or concerns regarding these comments, please contact Tammy Stidham, Deputy Associate Area Director - Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email Tammy_Stidham@nps.gov.

The Department appreciates the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a stylized flourish at the end.

Lindy Nelson
Regional Environmental Officer

cc: Tammy Stidham, NPS



June 2, 2020

Mr. David Valenstein
Senior Advisor – Major Projects & Credit Programs
Office of Railroad Policy and Development
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Long Bridge Project Section 4(f) Comments Regarding Hancock Park and the Plan of the City of Washington (L'Enfant Plan)

Dear Mr. Valenstein:

Thank you for consulting with the District of Columbia State Historic Preservation Officer (DC SHPO) regarding the Section 4(f) Evaluation for the Long Bridge Project. As you are aware, Hancock Park (aka Reservation 113) is a contributing element of the National Register of Historic Places-listed Plan of the City of Washington (aka L'Enfant Plan).

However, we concur with the Federal Railroad Administration's determination that temporary use of .09 acres of this park for construction access qualifies as a temporary occupancy for purposes of Section 4(f) of the U.S. Department of Transportation Act because the area to be used already serves as access; the use will be limited to three years; changes to the park will be minimal and will result in no permanent alterations; and because the park will be restored to existing conditions or better at the end of the three year period. We also understand that the Department of the Interior/National Park Service concurs with this finding.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to continued consultation under Section 106 of the National Historic Preservation Act, as appropriate.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office

20-0532 / 17-0051



DEPARTMENT OF PARKS AND RECREATION

2100 Clarendon Boulevard, Suite 414, Arlington, VA 22201
TEL 703-228-3323 FAX 703-228-3328 TTY 711 parks.arlingtonva.us

July 23, 2020

Marlys A. Osterhues
Chief, Environment and Project Engineering
USDOT/FRA Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington DC, 20590

Re: Long Bridge Project, Section 4(f) Concurrence for Long Bridge Park

Dear Ms. Osterhues,

Arlington County received your letter dated May 6, 2020 requesting Arlington County Department of Parks and Recreation concurrence with the Federal Railroad Administration's (FRA) determination regarding permanent and temporary impacts to Long Bridge Park from the Long Bridge Project (Project) in accordance with Section 4(f) of the United States Department of Transportation of 1966 (Section 4(f)) now codified at 49 USC 303 et seq. and implemented in 23 CFR 774.

Please find attached an amended and signed concurrence clause. This amended concurrence clause states that this concurrence does not constitute a conveyance of any temporary or permanent interest in or access to park lands. Any temporary work or improvements will be subject to future agreement between Arlington County and the appropriate parties. That final conveyance of temporary or permanent interest will be based on final survey, negotiation, and agreement(s) between the County and appropriate parties when detailed information is available upon which to base final agreement(s).

For your convenience I have attached a redlined version of the original concurrence clause included in your May 6, 2020 letter.

Thank you for your attention to this matter. If you have any questions, please feel free to contact Erik Beach, Park Development Division Chief, at (703) 228-3318 or ebeach@arlingtonva.us

Respectfully,

Jane Rudolph, Director

cc:

Erik Beach, PDD
Michelle Cowan, CMO
Stephen MacIsaac, CAO
Tim O'hora, DES
Dan Malouff, DES

Attachment: Original Long Bridge Park Concurrence Clause with Redlined Changes

Concurrence

Arlington County concurs that the proposed incorporation of park land within the Long Bridge Park by the Long Bridge Project would not adversely affect the activities, features, or attributes that make the Long Bridge Project eligible for Section 4(f) protection and therefore, the use of Long Bridge Park would be *de minimis* in accordance with 23 CFR 774.5. Arlington County also agrees that the proposed temporary occupancy of Long Bridge Project associated with construction of the Long Bridge Project meets the requirements for temporary occupancy exception per 23 CFR Part 774. This concurrence does not constitute a conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that FRA or other appropriate parties will continue to coordinate with the Arlington County Department of Parks and Recreation during project development as specific details are determined and that further consultation will be undertaken with FRA or appropriate parties to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.



Arlington County Signature for Concurrence

____7/23/2020_____
Date

Attachment: Original Long Bridge Park Concurrence Clause with Redlined Changes

Concurrence

Arlington County concurs that the proposed incorporation of park land within the Long Bridge Park by the Long Bridge Project would not adversely affect the activities, features, or attributes that make the Long Bridge Project eligible for Section 4(f) protection and therefore, the use of Long Bridge Park would be *de minimis* in accordance with 23 CFR 774.5. Arlington County also agrees that the proposed temporary occupancy of Long Bridge Project associated with construction of the Long Bridge Project meets the requirements for temporary occupancy exception per 23 CFR Part 774. **This concurrence does not constitute a conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that FRA or other appropriate parties will continue to coordinate with the Arlington County Department of Parks and Recreation during project development as specific details are determined and that further consultation will be undertaken with FRA or appropriate parties to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.**

Arlington County Signature for Concurrence

Date

Appendix B:

Section 106

Programmatic Agreement

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

WHEREAS, the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) are proposing potential improvements to railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L’Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (Long Bridge Corridor)¹ to address insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services; and

WHEREAS, the Long Bridge Project (Project) consists of the construction of a new two-track bridge upstream of the existing two-track Long Bridge to create a four-track crossing over the Potomac River (Appendix A, Figure 1), and construction of a new two-track railroad bridge over the George Washington Memorial Parkway (GWMP), Mount Vernon Trail, and Ohio Drive SW. After crossing the Potomac River and Ohio Drive SW, the Long Bridge Corridor would continue through East and West Potomac Parks. The Project includes improvements to related railroad infrastructure but proposes no alterations to the existing Long Bridge, a two-track railroad bridge constructed in 1904, that is currently owned and operated by CSX Transportation (CSXT), a Class I freight railroad; and

WHEREAS, the Project includes all associated mitigations triggered by applicable laws, such as the National Historic Preservation Act (NHPA) as amended (54 U.S.C. § 306108); the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq.); and Section 4(f) of the United States Department of Transportation Act of 1966, 49 U.S.C. § 303 (Section 4(f)); and

WHEREAS, the Project is needed to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national railroad network; and

WHEREAS, FRA provided Fiscal Year 2014 grant funding (Grant # FR-TII-0036) to DDOT to conduct nondestructive project planning activities that have no potential to cause effects on historic properties, including engineering and environmental analysis of the Project; and

WHEREAS, if FRA provides funding for future construction of the Project, the FRA funding, along with Project implementation and related federal authorizations, which are the subject of this Programmatic Agreement (PA), will constitute an “Undertaking” subject to review under Section 106 of the NHPA (Section 106), and FRA will be the Federal agency responsible for compliance with Section 106; and

¹ An interlocking is a segment of railroad infrastructure comprised of track, turnouts, and signals linked (interlocked) in a way that allows trains to safely move from one track to another, or across tracks, preventing conflicting train movements. Note that the proper name of RO Interlocking is “RO.” It is not an acronym.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

WHEREAS, this PA was developed pursuant to Section 106 of the NHPA and its implementing regulations, 36 CFR Part 800; and

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT) is the final design and construction sponsor for the Project (Construction Project Sponsor) who will be responsible for implementing the Project through final design and construction, including compliance with identified mitigation measures; and

WHEREAS, in accordance with NEPA, FRA and DDOT prepared an Environmental Impact Statement (EIS) for the Project; and

WHEREAS, the Project will involve the use of lands managed by the National Park Service (NPS) within the GWMP and National Mall and Memorial Parks (NAMA); and

WHEREAS, the Project would impact NPS park properties protected under Section 4(f), and FRA and DDOT determined that impacts will be mitigated through construction of a bicycle-pedestrian crossing over the Potomac River on a structure located upstream of the new railroad bridge (Appendix A, Figure 2) and the effects of the bicycle-pedestrian crossing on historic properties have been considered under Section 106 as described below; and

WHEREAS, NPS is charged in its administration of the units of the National Park System to meet the directives of other laws, regulations, and policies including the NPS Organic Act as codified in Title 54 U.S.C. § 100101(a) to “conserve the scenery, natural and historic objects, and wild life in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wild life in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations”; and

WHEREAS, the GWMP, a unit of the National Park System, with portions located in Fairfax and Arlington Counties and the City of Alexandria, Virginia, was established pursuant to what is known as the Capper-Cramton Act, Public Law 71-284, 46 Statute 482 (1930), for purposes “to include the shores of the Potomac and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side, including the protection and preservation of the natural scenery of the Gorge and Great Falls of the Potomac,” and came to be administered by NPS pursuant to Executive Order 6166 of June 10, 1933; and

WHEREAS, NAMA, which administers more than 1,000 acres of park land within the District of Columbia, including fourteen units of the National Park System, as well as more than 150 reservations, circles, fountains, squares, triangles, and park spaces, also came to be administered by NPS under Executive Order 6166; and

WHEREAS, phased identification and evaluation will occur for archaeological resources consistent with the *Long Bridge Project Phase IA Archaeological Assessment Report* dated July 24, 2018, therefore FRA will comply with Section 106 through the execution and implementation of this PA pursuant to 36 CFR § 800.14(b); and

WHEREAS, in accordance with 36 CFR § 800.2(a)(4), FRA invited individuals and organizations with a demonstrated interest in the Project to participate as Consulting Parties in the Section 106 process. The full list of Consulting Parties is provided in Appendix B; and

WHEREAS, FRA in consultation with the DC State Historic Preservation Office (DC SHPO), the Virginia Department of Historic Resources (DHR) (which is the Virginia SHPO), and the Consulting Parties, established the Project’s Area of Potential Effects (APE), as defined under 36 CFR §800.16(d)

Programmatic Agreement (July 7, 2020)
Long Bridge Project

and DC SHPO and DHR concurred with the APE on July 12, 2017. The APE is illustrated in Appendix C; and

WHEREAS, FRA identified forty-two (42) historic properties within the APE, including the East and West Potomac Parks Historic District (listed in the National Register of Historic Places (NRHP) on November 30, 1973 (revised November 11, 2001)), the GWMP (listed in the NRHP on June 2, 1995), and the Mount Vernon Memorial Highway (MVMH) (listed in the NRHP on May 18, 1981). The Long Bridge is a contributing element to all three historic districts. DC SHPO and DHR concurred with the *Identification of Historic Properties Technical Report* on March 23, 2018; both letters and the full report can be found in Appendix C, along with a complete list of historic properties in the APE; and

WHEREAS, FRA determined the Project will have an adverse effect on the GWMP, MVMH, and East and West Potomac Parks Historic Districts due to the introduction of new structures that would have visual effects, direct effects resulting from the alteration of historic fabric within those districts, as well as temporary adverse effects due to construction-related activities on the above mentioned districts and the National Mall Historic District (listed in the NRHP on October 15, 1966 (revised December 8, 2016)); and

WHEREAS, DC SHPO concurred with FRA's *Assessment of Effects Report* and the subsequent *Determination of Effect* in a letter dated November 8, 2018, and DHR concurred with both in a letter dated November 9, 2018. Both letters can be found in Appendix D; and

WHEREAS, FRA considered avoidance measures during concept screening, and dismissed any alternatives that considered the construction of a new railroad bridge and associated railroad infrastructure outside of the existing Long Bridge Corridor, thus avoiding potential effects on historic properties generated by expanding the Project Area. Additionally, the new railroad bridge will be designed with a vertical clearance, visual appearance of the structural system, and alignment that closely references that of the existing Long Bridge, thus avoiding potential adverse visual effects caused by a less compatible type of new bridge structure; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FRA notified the Advisory Council on Historic Preservation (ACHP) of the adverse effects determination and provided the documentation specified in 36 CFR § 800.11(e). ACHP declined to participate in consultation pursuant to 36 CFR § 800.6(a)(1)(iv) in a letter dated December 21, 2018, which can be found in Appendix E; and

WHEREAS, NPS is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), manages the Federal park property on either side of the Potomac River within the Project's APE (see Appendix C), and has permitting authority over the Potomac River bottom which includes the Washington Channel (41 Fed. Reg, 34,801). As part of the Project, when an appropriate legal mechanism is identified for permanent use of the affected Federal park property for the Project, NPS would issue a permit for temporary use of land under its administration for construction-related activities. NPS also will issue a permit for permanent use of river bottom land. These permits constitute an Undertaking as defined at 36 CFR § 800.16(y). Therefore, NPS has elected to fulfill its Section 106 responsibilities by participating in this consultation, and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, National Capital Planning Commission (NCPC) is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), has approval authority over Federal projects located within the District of Columbia and has approval authority over all land transfers and physical alterations to Federal property pursuant to the National Capital Planning Act (40 U.S.C. § 8722(b)(1) and (d)), and this

Programmatic Agreement (July 7, 2020)
Long Bridge Project

approval would constitute an Undertaking as defined at 36 CFR § 800.16(y). NCPC has elected to fulfill its Section 106 responsibilities by participating in this consultation and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, DRPT is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), is the Construction Project Sponsor, and will have roles and responsibilities in the implementation of this PA and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, the U.S. Commission of Fine Arts (CFA) has a statutory obligation under the Shipstead-Luce Act of 1930 (Public Law 71-231) to regulate height, exterior design, and construction of private and semiprivate buildings in certain areas of the National Capitol within which the Project falls. CFA has design review authority over new structures erected in the District under the direction of the Federal government (Executive Order 1862) and plans for parks which “in any essential way affect the appearance of the City of Washington, or the District of Columbia” (Executive Order 3524). CFA is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1) and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, U.S. Army Corps of Engineers (USACE), acting through its Norfolk and Baltimore Districts, is the Federal agency responsible for permitting under Section 10 of the Rivers and Harbors Act of 1899 and Sections 401 and 404 of the Clean Water Act of 1972 which would constitute an Undertaking as defined at 36 CFR § 800.16(y). USACE designated FRA to act as the lead Federal agency to fulfill their collective Section 106 responsibilities pursuant to 36 CFR § 800.2(a)(2) via letters on October 14, 2016 (Norfolk District) and November 15, 2018 (Baltimore District), and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, U.S. Coast Guard (USCG), acting through its Fifth Coast Guard District, is the Federal agency responsible for bridge permitting over a navigable waterway under Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946 which would constitute an Undertaking as defined at 36 CFR § 800.16(y). USCG designated FRA to act as the lead Federal agency to fulfill its Section 106 responsibilities pursuant to 36 CFR § 800.2(a)(2) via a letter dated November 18, 2019, and is invited to concur with the PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, DDOT, as the Planning Project Sponsor, is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.2(c)(4). However, DDOT will not have a role or responsibility in implementing the terms of the PA and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, in letters dated March 31, 2017 (Appendix F), FRA contacted the Catawba Indian Nation, the Delaware Nation, and the Delaware Tribe of Indians (collectively referred to as “Native American tribes” in this PA), Federally recognized sovereign Indian Nations that have a government-to-government relationship with the United States and an interest in the area affected by the Project pursuant to 36 CFR § 800.2(c)(2). FRA invited each of these Native American tribes to be a Consulting Party and they are invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, the Delaware Nation accepted FRA’s invitation to consult in the Section 106 process by electronic mail on May 11, 2017; the Delaware Tribe of Indians declined to participate on June 15, 2017; and the Catawba Indian Nation declined to participate on July 29, 2019; and

WHEREAS, FRA will notify the Native American tribes in the event that pre-historic resources are discovered through the phased identification and evaluation of archaeological resources or in a Post Review Discovery; and

WHEREAS, FRA conducted five Section 106 Consulting Party meetings to provide opportunities for the Consulting Parties to comment on the development of the Action Alternatives, delineation of the APE, identification of historic properties, methodology for assessing effects on historic properties, assessment of effects on historic properties, and potential resolution strategies. Summaries of each Consulting Party meeting can be found in Appendix G; and

WHEREAS, FRA made the draft PA available to the public for review and comment by appending it to the Draft EIS, and FRA considered comments received when finalizing this PA; and

NOW, THEREFORE, FRA, DC SHPO, DHR, NPS, NCPC, and DRPT (collectively referred to as the Signatories) agree that if the Project moves forward, it will be implemented in accordance with the following stipulations in order to take into account the effects of the Project on historic properties and that these stipulations will govern compliance with Section 106 of the NHPA.

STIPULATIONS

FRA will ensure that the following measures are carried out:

I. GENERAL

A. APPLICABILITY

1. FRA, NPS, NCPC, USCG, and USACE will use the terms and conditions of this PA to fulfill their Section 106 responsibilities, as well as any other Federal agencies that designate FRA as the lead Federal agency, pursuant to 36 CFR § 800.2(a)(2). Federal agencies that do not designate FRA as the lead Federal agency remain individually responsible for their compliance with Section 106.
2. In the event that a Federal agency or other agency issues Federal funding, permits, licenses, or approvals for the Undertakings associated with the Project and the Project remains unchanged, such Federal agency may become a Signatory to this PA as a means of satisfying its Section 106 compliance responsibilities, as outlined in Stipulation XI. Any necessary amendments will be considered in accordance with Stipulation XII of this PA.
3. This PA only binds FRA if it provides financial assistance, permits, licenses, or approvals for construction of the Project and, therefore, meets the definition of Undertaking found at 36 CFR § 800.16(y).
4. In the event that the Project does not become an FRA Undertaking and FRA withdraws its participation in the PA under Stipulation XIII.B, and another Federal agency or other agency continues to have an Undertaking and desires to continue to use this PA to satisfy its responsibilities under Section 106, this PA will be amended in accordance with the terms of Stipulation XII.B and that Federal agency or other agency acting as a Federal agency will assume lead agency responsibilities for Section 106.

B. TIMEFRAMES AND NOTIFICATIONS

1. All time designations are in calendar days unless otherwise stipulated. If a review period ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the next business day.

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2. All communication and notifications required by this PA will be sent by email or other electronic means.

C. ROLES AND RESPONSIBILITIES

1. FRA

- a. Pursuant to 36 CFR §800.2(a)(2), FRA has the primary responsibility to ensure the provisions of this PA are carried out.
- b. FRA is responsible for all government-to-government consultation with federally-recognized Native American tribes.

2. DDOT

- a. Pursuant to 36 CFR §800.2(c)(4), FRA authorized DDOT to initiate consultation and prepare any necessary analyses, documentation, and recommendations on its behalf, but FRA remains responsible for all findings and determinations, including determinations of eligibility, findings of effect as well as resolution to objections or dispute resolution.

3. NPS

- a. Although the legal mechanism for NPS's actions has not yet been determined, NPS currently expects that no further NPS Undertakings separate from those outlined in this PA would occur, therefore no additional Section 106 review by NPS is anticipated to be necessary. If any unexpected NPS Undertakings are required, NPS may suggest amending this PA in accordance with Stipulation XII to address the additional Section 106 reviews.
- b. NPS is responsible for implementing certain specified mitigation measures identified in Stipulation III and for any resulting curation of records and other cultural materials pursuant to 36 CFR §79.
- c. NPS will provide Signatories with annual updates on the completion of the specific mitigation measures that NPS has agreed to complete in Stipulation III pursuant to Stipulation IX.
- d. NPS is responsible for coordinating Federal Agencies' compliance with the Native American Graves Protection and Repatriation Act (NAGPRA) on National Park System lands.
- e. NPS is responsible for enforcing the applicable provisions of the Archaeological Resources Protection Act (ARPA 16 U.S.C. 470aa et seq.), including but not limited to the issuance of permits, and investigation of any damages resulting from prohibited activities on National Park System lands.

4. DRPT

- a. Pursuant to 36 CFR §800.2(c)(4), FRA authorizes DRPT to initiate consultation and prepare any necessary analyses, documentation, and recommendations on its behalf, but FRA remains legally responsible for all findings and determinations, including

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determinations of eligibility, findings of effect as well as resolution to objections or dispute resolution.

- b. DRPT will conduct investigations and produce analyses, documentation and recommendations in a timely manner to address archaeological resources within the APE not recorded in the field prior to the Record of Decision.
- c. DRPT will successfully complete any mitigation measures to minimize and resolve adverse effects on historic properties except for those for which NPS is responsible pursuant to Stipulation III.B.
- d. DRPT is responsible for funding the completion of all investigations and associated documentation, curation, and other mitigation necessitated as a result of adverse effects on historic properties in accordance with the terms prescribed in this PA. This includes those mitigation measures specified in Stipulation III.B which will be implemented by NPS.
- e. DRPT is responsible for costs incurred during any work stoppages in the event of a Post-Review Discovery.
- f. In the event the Virginia General Assembly creates a Virginia Rail Authority or other rail governing body, DRPT may assign this Agreement to that governing body without obtaining consent of the Signatories. This Agreement shall be binding upon and inure to the benefit of the Signatories hereto and their respective successors and permitted assigns. DRPT will notify FRA of the assignment when the agreement to assign is fully executed.

5. DC SHPO and DHR

- a. DC SHPO and DHR will review Project submittals according to the timeframes defined within this PA, and participate in consultation, as requested by FRA.

6. NCPC and CFA

- a. NCPC and CFA will review Project submittals according to the timeframes defined within this PA, and participate in consultation, as requested by FRA.
- b. These reviews do not supersede the statutory or regulatory obligations these bodies have, and their Commissions or Boards will review and approve the project components as required.

II. PERSONNEL QUALIFICATIONS STANDARDS

FRA, NPS, and DRPT will ensure that all historic preservation work performed by the relevant agency pursuant to Stipulations III and IV will be accomplished by or under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the *Secretary of the Interior's Professional Standards* (48 Federal Register [F.R.] 44716).

III. RESOLUTION OF ADVERSE EFFECTS

A. DOCUMENT REVIEW FOR MINIMIZATION AND MITIGATION MEASURES

The Signatories will follow these Document Review procedures, when specified, in Stipulation III.B for Minimization and Mitigation Measures during the Project's Preliminary Engineering Phase as stipulated below. The Signatories will also follow these procedures for Stipulation IV.C, Archaeology.

1. DRPT will provide draft documentation regarding preliminary engineering and design elements of the Project and any Minimization and Mitigation Measures it is responsible for performing to FRA for review and approval. FRA will review the draft documentation within thirty (30) calendar days. Following receipt of FRA approval, DRPT will submit the documentation to the Signatories.
2. The Signatories will review the documentation and provide written comments to FRA and DRPT within thirty (30) calendar days. Any Signatory may request a meeting within that review period.
3. DRPT, in consultation with FRA, will ensure that written comments received are considered and incorporated, as appropriate, to the fullest reasonable extent into the documentation and that the Signatories are notified of the manner in which the comments have been incorporated.
4. If no Signatory provides written comments within the specified timeframe, DRPT may proceed with the portion of the Project subject to the documentation without taking additional steps to seek comment from the Signatories.
5. If FRA or DRPT receives an objection or extensive revision recommendations to the document, FRA and DRPT will work expeditiously with the Signatories to respond to the objection and/or resolve the dispute. If no agreement is reached within thirty (30) calendar days, FRA may request the ACHP review the dispute in accordance with Stipulation X. FRA will notify the Signatories of FRA's decision.
6. Should any substantive changes be made to the engineering and design elements of the Project after the Signatories' review, DRPT, in consultation with FRA, will submit changes to the Signatories and review shall follow the same timeline and process as outlined above.

B. MINIMIZATION AND MITIGATION MEASURES

FRA and DRPT will ensure the following measures to minimize and/or mitigate adverse effects on historic properties are carried out. DRPT may independently proceed with the Project while NPS completes assigned mitigation measures.

1. Design Review: DRPT will design and aesthetically treat any elements of the Project, as illustrated in Appendix A, introduced into NPS-administered properties to be compatible with the character of existing resources and appropriate for the context of Washington DC's Monumental Core.

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- a. Minimization: Design Review will minimize potential adverse effects of introducing new features into the historic districts.
 - b. DRPT, in consultation with FRA, will consult with DC SHPO, DHR, NPS, NCPC and CFA pursuant to Stipulation III.A as the Preliminary Engineering Phase is progressed within the historic districts. Design Review will address the following design elements: a) structure type and visual appearance of the new railroad bridge and bike-pedestrian crossing; b) aesthetic treatment of new bridges or other structures; c) landscape design; and d) any additional signage or lighting necessitated by the Project, except for the Interpretative Signage Mitigation in Stipulation III.B.7 below.
 - c. The Signatories agree that steel “through plate girders” should be used to construct the new bridge over the Potomac River because the “through plate girders” are similar to the Long Bridge’s girders and will avoid and minimize adverse effects by establishing a common structural vocabulary and a better visual connection between the historic and new bridges than the steel “deck plate girders” which are similar to the adjacent Metro Bridge. If, through engineering and design development, DRPT determines that it is impracticable to construct the new bridge with “through plate girders,” DRPT will forward the information that forms the basis of its decision to the other Signatories and consult in accordance with Stipulation V. Any unresolved dispute relating to the type of girders that will be used to construct the new bridge will be addressed pursuant to Stipulation X. If “deck plate girders” are ultimately used to construct the new bridge, the Signatories shall consult further pursuant to Stipulation V to identify additional measures that will be used to mitigate the adverse effects that “deck plate girders” will cause and this PA will be amended pursuant to Stipulation XII.
2. Viewshed Protection Plan and Inventory/Assessment. DRPT will contribute a monetary value, agreed upon with NPS, for NPS to use to prepare and implement a GWMP Viewshed Protection Plan and Inventory/Assessment.
- a. DRPT and NPS agree that the contribution will be a value equal to the cost of preparing and implementing the GWMP Viewshed Protection Plan Inventory/Assessment for the portion of the GWMP from Alexandria to Columbia Island.
 - b. NPS will produce the GWMP Viewshed Protection Plan and Inventory/Assessment within two years of the receipt of funding.
3. Cultural Landscape Inventory. DRPT will contribute a monetary value, agreed upon with NPS, for NPS to use to prepare Cultural Landscape Inventories (CLIs).
- a. Funding will be provided for NPS to complete CLIs for the MVMH (north of Alexandria to Columbia Island), and the East and West Potomac Parks Historic District (from the Golf Course to the railroad corridor and including the NPS National Capital Region Headquarters Campus). NPS will oversee the development and execution of the CLIs.
 - b. NPS will produce a draft of the CLIs within eight (8) months of the receipt of funding from DRPT and will produce the final CLIs within one (1) year of the receipt of funding from DRPT.

4. Vegetation Protection Plan: A vegetation protection plan will be developed and implemented by DRPT, in coordination with NPS, within the areas defined as the limits of disturbance (LOD) in engineering plans to determine which vegetation is anticipated to be removed, impacted, or protected by the Project.

- a. Minimization: Where feasible and appropriate, extant vegetation will be preserved *in situ* and protected during construction.
 - b. The *Vegetation Protection Plan* will include, at a minimum: documentation of the site's existing conditions; quantification and illustrations of vegetation that will be affected by the Project; and specifications for the protection of vegetation where necessary. This plan shall focus to protect mature and contributing trees within the GWMP, MVMH, and East and West Potomac Parks Historic Districts.
 - c. DRPT will complete the draft *Vegetation Protection Plan* during the Preliminary Engineering Phase of the Project. The plan will be reviewed pursuant to Stipulation III.A. FRA will ensure that DRPT will produce a final *Vegetation Protection Plan* and distribute the plan electronically to the Signatories for documentation purposes.
 - d. DPRT will implement the final *Vegetation Protection Plan* through the completion of the construction of the Project.
5. Vegetation Restoration Plan: DRPT will contribute a monetary value, agreed upon with NPS, for NPS' implementation of its portion of the *Vegetation Restoration Plan*, as described below in paragraph (a). The *Vegetation Restoration Plan* will utilize the draft and final CLIs, in the manner described in this Agreement, with the purpose of reestablishing the historic planting plans, with a focus from Columbia Island to Gravelly Point vicinity within GWMP and East and West Potomac Parks Historic Districts within NAMA.
- a. Development & Implementation Responsibilities
 - i. DRPT shall develop a Vegetation Restoration Plan in collaboration with NPS, to the extent feasible under DRPT's Project schedule.
 - ii. NPS shall collaborate with DRPT to provide agency expert knowledge and any other available, relevant information for the development of the Vegetation Restoration Plan, including baseline documentation and other material to assist in the development of the restoration plan.
 - iii. DRPT shall implement the portion of the Vegetation Restoration Plan pertaining to the area within the LOD.
 - iv. NPS shall implement the Vegetation Restoration Plan for the non-LOD area.
 - v. DRPT will be responsible for vegetation monitoring and invasive plant removal within the LOD for five (5)-years after the date of construction completion, to ensure and support vegetation restoration within the LOD.
 - vi. Upon finalization, DRPT shall distribute the final Vegetation Restoration Plan to the Signatories. The plan will be reviewed pursuant to Stipulation III.A.

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- b. NPS would be responsible for any requirements associated with additional archaeology not subject to Stipulation IV for implementation of the plan outside the LOD. The Plan will include:
 - i. Specifications for the replacement of vegetation, and their caliper, where necessary. Restoration of vegetation at the same number and caliper inches of vegetation to be removed, unless the Project Sponsor and NPS agree to a lesser caliper and/or to a different tree type. NPS will be responsible for identification of appropriate replacement species alternatives, where in-kind replacement is not feasible, and the location of vegetation.
 - ii. A planting plan consisting of native trees and vegetation to screen new bridge structures and to minimize the visual effect of those structures to the extent feasible and appropriate.

6. Construction Management Control Plan:

- a. Minimization: DRPT will minimize temporary construction effects to historic properties from noise and vibration and visual effects using a variety of construction management techniques. Visual effects will be minimized to the extent practicable by providing appropriate screening between construction staging areas and cultural resources, limiting the size of construction staging areas, and/or locating them away from sensitive views and viewsheds.
- b. DRPT will develop and implement a construction noise and vibration control plan to ensure that both noise and vibrations are controlled throughout the estimated five (5)-year construction of the Project. The plan will be reviewed pursuant to Stipulation III.A.
- c. DRPT will develop and implement a plan for visual screening of construction areas throughout the estimated five (5)-year construction of the Project. The plan will be reviewed pursuant to Stipulation III.A.

7. Interpretation Plan: DRPT will prepare and implement the interpretation plan regarding the history and significance of the Long Bridge and related topics. In addition to the interpretation plan, DRPT will design, fabricate, and install physical wayside signs, and develop a website. DRPT will ensure that no less than four (4) physical wayside signs are installed along the bike-pedestrian crossing. DRPT will submit the *Interpretation Plan* and wayside drawings to the Signatories for their review, comment and approval prior to its completion. The plan will be reviewed pursuant to Stipulation III.A.

IV. ARCHAEOLOGY

For archaeological studies undertaken by DRPT, DRPT will continue identification and evaluation of archaeological historic properties in accordance with 36 CFR § 800.4 and 800.5 and following the findings and recommendations of the *Long Bridge Project Phase IA Archaeological Assessment Report*. DRPT, in consultation with FRA, will notify and consult, as appropriate, with Native American tribes in the event that pre-historic resources are identified.

- A. DRPT will ensure additional identification and evaluation of archaeological resources is accomplished in accordance with the relevant performance and reporting standards in Stipulation

II, including the DC SHPO *Guidelines for Archaeological Investigations in the District of Columbia*, the DHR *Guidelines for Conducting Historic Resources Survey in Virginia*, applicable Secretary of the Interior's Standards, and appropriate ACHP guidance.

- B. For archaeological studies undertaken by DRPT, DRPT will ensure payment for the permanent curation or arrange for long-term management and preservation of the archaeological collections, field records, images, digital data, maps, and associated records in accordance with 36 CFR § 79, *Curation of Federally-Owned and Administered Archaeological Collections*, and the relevant DC SHPO and DHR Guidelines. A digital copy of all field records, reports, and collections data will be supplied to DC SHPO, DHR, and NPS. All work will conform with *Director's Order #28A: Archaeology*, NPS's management policies, and the resource's archaeology program practices.
- C. If adverse effects to archaeological historic properties are identified, DRPT, in consultation with FRA, will do one of the following:
 - 1. Propose a minimization and data recovery plan; or
 - 2. Depending upon the significance of the resource(s) identified, propose a resource-specific Memorandum of Agreement (MOA) to resolve adverse effects. The MOA may address multiple historic properties.
- D. Document Review Procedures will be conducted pursuant to Stipulation III.A

V. POST-REVIEW CHANGES

If DRPT proposes changes to the Project that may result in additional or new effects on historic properties, DRPT will notify the Signatories of such changes. Before DRPT takes any action that may result in additional or new effects on historic properties, the Signatories, and other consulting parties, as appropriate, must consult to determine the appropriate course of action. This may include revision to the APE, identification and evaluation of historic properties, assessment of effects on historic properties, development and evaluation of alternatives or modifications to the Project that could avoid or minimize any adverse effects, or development of additional measures to mitigate any adverse effects. If required, the PA will be amended, as necessary, pursuant to Stipulation XII.

VI. POST-REVIEW DISCOVERIES

- A. If newly identified historic properties are discovered during Project construction or unanticipated effects on known historic properties are identified, FRA and DRPT will comply with 36 CFR § 800.13 by consulting with NPS, DC SHPO and/or DHR and, if applicable, Native American tribes that may attach religious and/or cultural significance to the affected property; and by developing and implementing avoidance, minimization, or mitigation measures with the concurrence of NPS, DC SHPO and/or DHR and, if applicable, Native American tribes.
 - 1. DRPT will immediately cease all ground disturbing and/or construction activities within a 50-foot radius of the discovery. DRPT will not resume ground disturbing and/or construction activities until the specified Section 106 process required by 36 CFR § 800.13 and this PA is complete.
 - 2. DRPT will notify FRA, NPS, DC SHPO, and DHR of any discovery within forty-eight (48) hours.

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3. DRPT, in consultation with FRA, will notify the Signatories and Native American tribes, as appropriate, of the discovery by providing documentation related to the eligibility of the discovery or assumed eligibility, and if applicable, a proposal to resolve adverse effects, within fourteen (14) calendar days.
 4. The Signatories will review the documents and provide written comments to FRA and DRPT within seven (7) calendar days or another agreed upon timeframe.
 5. DRPT, in consultation with FRA, will consider the written comments to the fullest reasonable extent.
 6. If DRPT receives an objection from a Signatory or Native American tribe, DRPT will notify FRA and then work in consultation with FRA to take the appropriate action and notify Signatories of FRA's decision. Should FRA, in consultation with DRPT, object to any of the comments received, FRA will provide a written explanation of its objection and will consult with the Signatories to resolve the objection. If no agreement is reached within thirty (30) calendar days following receipt of a written explanation, FRA will request the ACHP to review the dispute in accordance with Stipulation X.
 7. If no Signatory provides written comments on the notification specified in Stipulation VI.A.3 within the agreed upon timeframe noted above, DRPT may proceed with the submitted plan.
- B. Treatment of Human Remains. In the event that human remains, burials, or funerary objects are discovered during construction of the Project or any action taken pursuant to this PA within the District of Columbia, DRPT will immediately halt subsurface construction disturbance in the area of the discovery and in the surrounding area where additional remains can reasonably be expected to occur and will immediately notify FRA, DC SHPO, NPS, and the District Chief Medical Examiner ("CME") of the discovery under DC Code Section 5-1406 and other applicable laws and regulations. Should the discovery occur in Virginia, the Virginia Antiquities Act, Section 10.0-2305 of the *Code of Virginia* and its implementing regulations, 17 VACS-20, adopted by the Virginia Board of Historic Resources and published in the Virginia Register on July 15, 1991, and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq) and its implementing regulations, 36 CFR §10, should be followed.
1. If the CME determines that the human remains are not subject to a criminal investigation by Federal or local authorities, FRA will ensure DRPT complies with the applicable Federal or local laws and regulations governing the discovery and disposition of human remains and consider the ACHP's Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects (2007).
 2. In accordance with the Virginia laws stated above, the local jurisdiction within which the remains are found can obtain a permit from DHR for the archaeological removal of human remains should removal be necessary.
 3. For actions involving Native American human remains or burials, FRA will consult the appropriate Native American tribes and DC SHPO and/or DHR to determine a treatment plan for the avoidance, recovery and/or reburial of the remains. If the human remains or burials occur on NPS lands, NPS will ensure compliance with applicable laws in accordance with provisions of the Native American Graves Protection and Repatriation Act, as amended

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(Public Law 101-601, 25 U.S.C. 3001 et seq) and regulations of the Secretary of the Interior at 43 CFR § 10.

VII. CONFIDENTIALITY

- A. If disclosure of location information could result in the disturbance of a cultural resource, all Signatories to this PA will ensure shared data, including data concerning the precise location and nature of historic properties, archeological sites, and properties of religious and cultural significance to Native American tribes, are protected from public disclosure to the greatest extent permitted by law, in accordance with 36 CFR § 800.11(c), Section 304 of the NHPA, Section 9 of the Archeological Resource Protection Act of 1979, and Executive Order 13007 Indian Sacred Sites (61 F.R. 26771-26772) dated May 24, 1996.
- B. For work executed on NPS land, NPS standard policies, Director's Orders #28 and 28A, along with NPS management policies will be followed. Per ARPA, the Superintendent of each park is the arbiter for what information can and cannot be released publicly.
- C. Consulting Parties and members of the public are not entitled to receive information protected from public disclosure.

VIII. DURATION

- A. This PA will expire if its terms are not carried out within ten (10) years from the date of its execution.
- B. Six (6) months prior to expiration, FRA, or DRPT with FRA's approval, may consult with the Signatories to re-evaluate this PA and amend it in accordance with Stipulation XII below.
- C. If FRA does not amend this PA prior to its expiration, FRA shall either (a) execute a new PA pursuant to 36 CFR § 800.14(b) or (b) comply with 36 CFR Part 800 for all remaining aspects of the Project as applicable.
- D. If FRA, in consultation with the Signatories, determines that the terms of this PA have been satisfactorily fulfilled prior to the expiration date, the PA shall terminate, and FRA shall provide all Consulting Parties with written notice of the termination.

IX. MONITORING AND REPORTING

- A. DRPT will provide the Signatories with a summary report detailing work undertaken pursuant to the PA's terms each year until the PA expires or is terminated. This report will include any scheduling changes proposed, any problems encountered, and any disputes or objections received in DRPT's efforts to carry out the terms of this PA.
- B. For mitigation measures for which NPS is the responsible party for implementation, NPS will notify and provide Signatories with a progress report on implementation of those measures at least annually via NPS' PEPC website (<https://parkplanning.nps.gov/>).

X. DISPUTE RESOLUTION

- A. Should any Signatory to this PA object at any time to any actions proposed or the manner in which the terms of the PA are implemented, FRA will consult with such Signatory to resolve the

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objection. If FRA determines that such objection cannot be resolved within thirty (30) calendar days, FRA will:

1. Forward all documentation relevant to the dispute, including FRA's proposed resolution, to the ACHP with a copy to the other Signatories to this PA and request that ACHP provide FRA with its comments on the resolution of the objection within thirty (30) calendar days of receiving the documentation.
 2. If the ACHP does not provide comment regarding the dispute within the thirty (30) calendar-day time period, FRA will make a final decision on the dispute and proceed accordingly.
 3. FRA will document this decision in a written response to the objection that takes into account any timely comments regarding the dispute from the Signatories and provide the ACHP and Signatories with a copy of such written response.
 4. FRA may then proceed according to its decision.
 5. The Signatories remain responsible for carrying out all other actions subject to the terms of the PA that are not the subject of the dispute.
- B. Should a Consulting Party or member of the public object to any proposed action(s) or the manner in which the terms of the PA are implemented by submitting its objection to DRPT and/or FRA in writing, DRPT or FRA will notify the other Signatories and FRA will take the objection into consideration. FRA will notify the other Signatories of the objection, consult with the objecting party, and if FRA determines it appropriate, also consult with the other Signatories for not more than thirty (30) calendar days. Within fourteen (14) calendar days after closure of the consultation period, FRA will provide the objecting party and the Signatories with its final decision in writing.

XI. ADOPTABILITY

In the event that a Federal agency other than FRA is considering providing financial assistance, permits, licenses, or approvals for the Project, such Federal agency may become a Signatory to this PA as a means of satisfying its Section 106 compliance responsibilities. To become a Signatory to this PA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the PA, specifying the extent of the agency's intent to participate in the PA, and identifying the lead Federal agency for the Undertaking. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) calendar days or the approval will be considered implicit. Any other modifications to the PA will be considered in accordance with Stipulation XII.

XII. AMENDMENTS

- A. In the event that the Construction Project Sponsor changes, and FRA is providing financial assistance for construction of the Project, FRA will inform all Signatories in writing of the change. If the terms of the PA remain unchanged as a result of a new Construction Project Sponsor, the written notification will serve as the amendment, and will not necessitate action pursuant to Stipulation XII.B. The amendment will be effective on the date of notification. FRA will file the amendment with the ACHP. If changes to the terms of the PA are necessitated as a result, then the PA will be amended in accordance with Stipulation XII.B.

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- B. Any Signatory to this PA may request that it be amended. The Signatories will consult for a minimum of thirty (30) calendar days, or another time period agreed upon by all Signatories, to consider such amendment. The amendment will be effective on the date it is signed by all of the Signatories. FRA will file the executed amendment with the ACHP.

XIII. TERMINATION AND WITHDRAWAL

- A. If any Signatory to this PA determines that the terms of the PA will not or cannot be carried out, that Signatory will immediately notify the other Signatories in writing and consult with them to seek resolution or amendment pursuant to Stipulation XII of the PA. If within sixty (60) days a resolution or amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories. Once the PA is terminated, and prior to work continuing on the Undertaking, the lead Federal agency must either (a) execute a new PA pursuant to 36 CFR § 800.14(b); (b) comply with 36 CFR Part 800 for all remaining aspects of the Project; or (c) request, take into account, and respond to the comments of the ACHP under 36 CFR§ 800.7. FRA will notify the Signatories as to the course of action it will pursue.
- B. If FRA determines it does not have an Undertaking relating to this Project, FRA may withdraw from participation in this PA entirely upon 90-days written notification to all Signatories. If another Federal agency or other agency acting as a Federal agency does not elect to continue utilizing the PA per Stipulations I.A.4 then the PA is terminated.

XIV. AVAILABILITY OF FUNDS

- A. The obligations of Federal agencies under this PA are pursuant to the Anti-Deficiency Act, 31 U.S.C. § 1341(a)(1), therefore nothing in this PA will be construed as binding the United States to expend in any one fiscal year any sum in excess of appropriations made by Congress for this purpose, or to involve the United States in any contract or obligation for the further expenditure of money in excess of such appropriations.
- B. DRPT's obligation to expend, pay or reimburse any funds under this PA is subject to the availability of appropriations by the Virginia General Assembly and allocations by the Commonwealth Transportation Board. No funds had been appropriated for the Project at the time of the effective date of this PA.

XV. SIGNATURES AND EFFECTIVE DATE

- A. Effective Date. This PA will become effective immediately upon execution by all Signatories.
- B. Counterparts. This PA may be executed in counterparts, each of which constitutes an original and all of which constitute one and the same Agreement.
- C. Electronic Copies. Within one (1) week of the last signature on this PA, FRA shall provide each Signatory with one high quality, legible, full color, electronic copy of the fully-executed PA and all of its attachments fully integrated into one, single document. If the electronic copy is too large to send by e-mail, FRA shall provide each Signatory with an electronic copy of the fully executed PA as described above, on a compact disc or other suitable, electronic means.

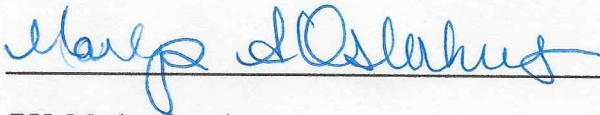
Programmatic Agreement (July 7, 2020)
Long Bridge Project

Execution and implementation of this PA evidences that FRA has considered the effects of this Undertaking on historic properties, afforded the ACHP a reasonable opportunity to comment, and satisfied its responsibilities under Section 106 of the NHPA and its implementing regulations.

[Signature Pages Follow]

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

FEDERAL RAILROAD ADMINISTRATION



7/20/2020

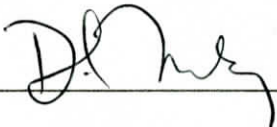
BY: Marlys Osterhues

Date

Chief, Environment and Project Engineering Division
Office of Railroad Policy and Development

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THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER



BY: David Maloney, State Historic Preservation Officer

7/10/2020

Date

Programmatic Agreement (July 7, 2020)
Long Bridge Project

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
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AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES


Stephanie B. Williams for JVL
Deputy Director
BY: Julie Langan, State Historic Preservation Officer

7.30.2020

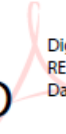
Date

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THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
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NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

NATIONAL PARK SERVICE

**Charles
Cuvelier**  Date: 2020.07.09
20:23:40 -04'00'


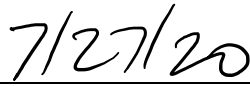
BY: Charles Cuvelier
Superintendent
George Washington Memorial Parkway
Region 1 - National Capital Area

**JEFFREY
REINBOLD**  Digitally signed by JEFFREY
REINBOLD
Date: 2020.07.20 10:42:26 -04'00'

BY: Jeff Reinbold
Superintendent
National Mall and Memorial Parks
Region 1 - National Capital Area

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

NATIONAL CAPITAL PLANNING COMMISSION

BY: Marcel Acosta, Executive Director

Date

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
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NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



7/17/2020

BY: Jennifer Mitchell, Director

**PROGRAMMATIC AGREEMENT
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THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

CONCURRING PARTIES:

DELAWARE NATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

VIRGINIA RAILWAY EXPRESS

SIGNATURE: _____

Date _____

PRINT NAME: _____

FEDERAL TRANSIT ADMINISTRATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

ANC 6D

SIGNATURE: _____

Date _____

PRINT NAME: _____

AMTRAK

SIGNATURE: _____

Date _____

PRINT NAME: _____

Programmatic Agreement (July 7, 2020)
Long Bridge Project

ARCHITECT OF THE CAPITOL

SIGNATURE: _____

Date _____

PRINT NAME: _____

ARLINGTON COUNTY HISTORIC PRESERVATION PROGRAM

SIGNATURE: _____

Date _____

PRINT NAME: _____

CRYSTAL CITY CIVIC ASSOCIATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

CSX TRANSPORTATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

DC PRESERVATION LEAGUE

SIGNATURE: _____

Date _____

PRINT NAME: _____

PENTAGON RESERVATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

SOUTHWEST BID

SIGNATURE: _____

Date _____

PRINT NAME: _____

Programmatic Agreement (July 7, 2020)
Long Bridge Project

U.S. COMMISSION OF FINE ARTS

SIGNATURE: _____

Date _____

PRINT NAME: _____

U.S. GENERAL SERVICES ADMINISTRATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

APPENDIX A: LONG BRIDGE PROJECT PREFERRED ALTERNATIVE AND BIKE-PEDESTRIAN CROSSING OPTION

Figure 1: Preferred Alternative



Figure 2: Bike-Pedestrian Crossing Option



APPENDIX B: LIST OF CONSULTING PARTIES

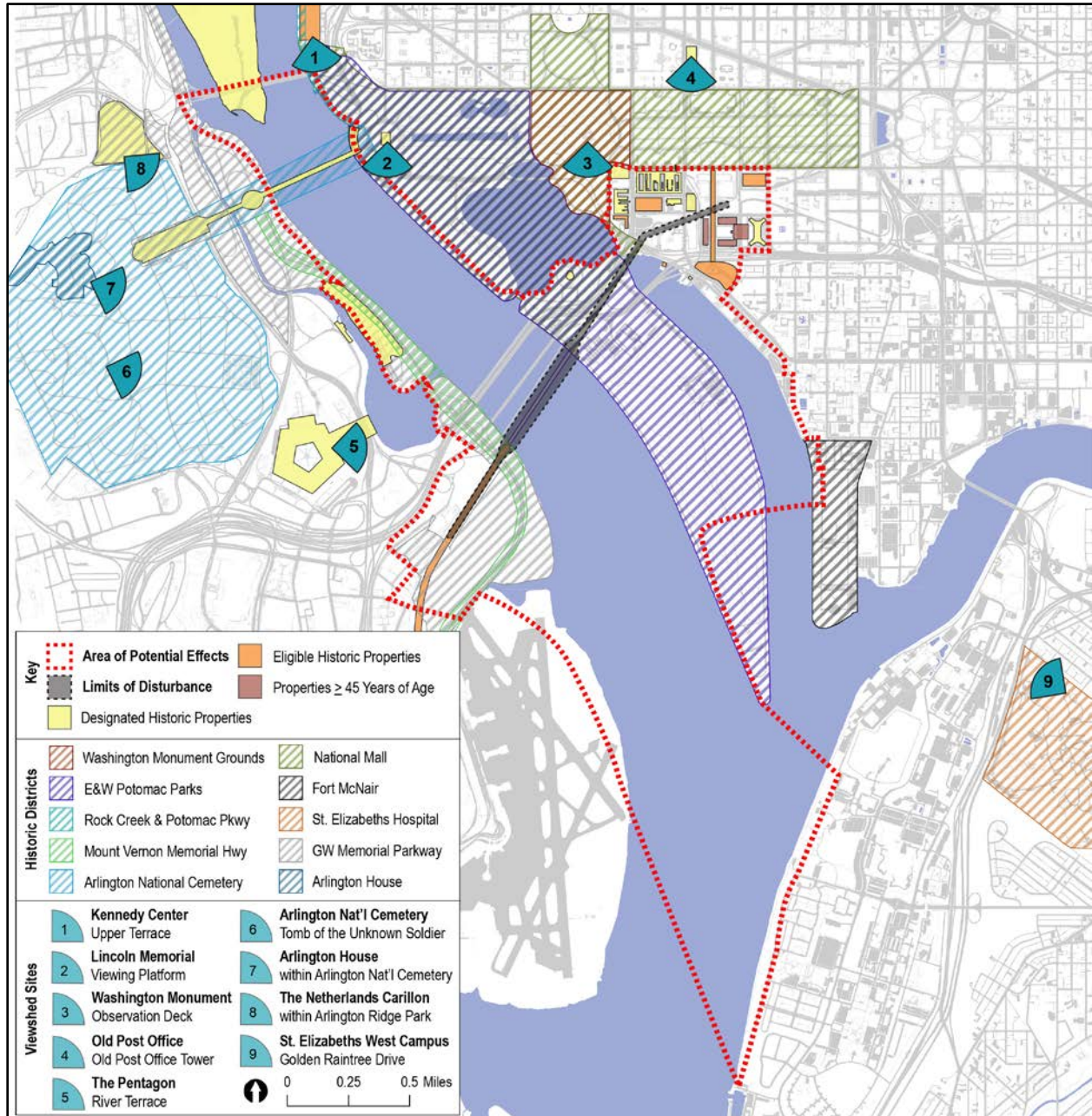
FRA initiated Section 106 consultation with DC SHPO and DHR on September 22, 2016. FRA and DDOT worked with DHR and DC SHPO to identify Consulting Parties, who were formally invited to participate in the Section 106 consultation process in March 2017. A list of those parties FRA invited to participate in the consultation process is shown in **Table 1** below.

Table 1: Agencies and Organizations Invited to Participate as Consulting Parties for the Long Bridge Project

Amtrak	National Mall Coalition ¹
Architect of the Capitol	NPS, Captain John Smith Trail ¹
Arlington County Historic Preservation Program	NPS, GWMP
Arlington County Manager ¹	NPS, National Capital Region
Arlington Historical Society ¹	NPS, National Mall & Memorial Parks
Arlington National Cemetery ¹	National Trust for Historic Preservation ¹
Catawba Indian Nation ¹	Pentagon Reservation (Department of Defense)
Committee of 100 on the Federal City ¹	Southwest BID
Crystal City Civic Association	Trust for the National Mall ¹
CSXT	U.S. Army Corps of Engineers, Baltimore District
DC Preservation League	U.S. Army Corps of Engineers, Norfolk District
Delaware Nation	U.S. Commission of Fine Arts
Delaware Tribe of Indians ¹	U.S. General Services Administration, National Capital Region
Federal Transit Administration	Virginia Department of Rail and Public Transportation
Mayor of the District of Columbia ¹	Virginia Railway Express
National Capital Planning Commission	Washington DC Chapter National Railway Historical Society ¹

¹ These organizations did not respond to the Consulting Party invitation or declined to participate as Consulting Parties.

APPENDIX C: AREA OF POTENTIAL EFFECTS AND LIST OF HISTORIC PROPERTIES



The following properties are listed in **Table 2**.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

Table 2: List of Historic Properties

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC Inventory of Historic Sites (DC), National Register of Historic Places (NRHP)
2.	Parkways of the National Capital Region	Washington, DC	Virginia Landmarks Register (VLR), Multiple Property Document (MPD) ²
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo, Washington, DC	DC, NRHP
4.	GWMP ³	Arlington, VA; Washington, DC	VLR, NRHP
5.	Mount Vernon Memorial Highway (MVMH) ⁴	Arlington, VA; Washington, DC	VLR, NRHP
6.	Plan of the City of Washington	Washington, DC	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	United States Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP

² A Multiple Property Documentation Form is a cover document and not a nomination in its own right but serves as a basis for evaluating the National Register eligibility of related properties. In this instance, the resources within the MPD, GWMP and MVMH, are analyzed within the EIS as individually listed resources.

³ Within the Long Bridge Project Area, the GWMP is primarily located in Virginia. Segments of the GWMP, such as where it extends along Lady Bird Johnson Park, are located within the District. Outside of the Project area, the GWMP also extends into Maryland.

⁴ The same geographic considerations as described above for the GWMP also apply to the MVMH.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	USDA South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW, Washington, DC	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, Arlington, VA, and Washington, DC	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW, Washington, DC	DC, Determination of Eligibility (DOE) ⁵
17.	Titanic Memorial	Water and P Streets SW, Washington, DC	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW, Washington, DC	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW, Washington, DC	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Analoostan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln) ⁶	West Potomac Park, Washington, DC	DC, NRHP
23.	Washington Monument and Grounds Historic District ⁶	14th Street, between Constitution and	DC, NRHP

⁵ A Determination of Eligibility Form is documentation outlining a resource's significance and applies the National Register Criteria for Evaluation to determine if the resource can be listed in the NRHP.

⁶ These properties are designated as viewshed locations outside of the APE boundaries.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
		Independence Avenues, Washington, DC	
24.	Arlington House Historic District ⁶	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP
25.	Arlington National Cemetery Historic District ⁶	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District ⁶	2700 Martin Luther King Jr. Avenue SE, Washington, DC	DC, NRHP, National Historic Landmark (NHL)
27.	Netherlands Carillon (within Arlington Ridge Park) ⁶	Northwest corner of N Meade Street and Marwill Drive, Arlington, VA	VLR, NRHP,
28.	Old Post Office ⁶	1100 Pennsylvania Avenue NW, Washington, DC	DC, NRHP
29.	The Pentagon ⁶	US 1, Virginia Route 110, and I-395, Arlington, VA	VLR, NRHP, NHL
30.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
31.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
32.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
33.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSXT right-of- way in VA from Arlington County to the City of Richmond, VA	DOE
34.	Washington Marina Building	1300 Maine Avenue SW, Washington, DC	DOE

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
35.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park, Washington, DC	DOE
36.	Lady Bird Johnson Park	GWMP, Washington, DC	DOE
37.	John F. Kennedy Center for the Performing Arts ⁶	2700 F Street NW, Washington, DC	DOE
38.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE
39.	Astral Building (North Building, L'Enfant Plaza), 1968	955 L'Enfant Plaza SW, Washington, DC	Potentially eligible ⁷
40.	Cosat Building (South Building, L'Enfant Plaza), 1965	950 L'Enfant Plaza SW, Washington, DC	Potentially eligible
41.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza), 1971 to 1973	470-490 L'Enfant Plaza SW, Washington, DC	Potentially eligible
42.	USPS Building (West Building, L'Enfant Plaza), 1969 to 1971	475 L'Enfant Plaza SW, Washington, DC	Potentially eligible

⁷ Potentially eligible resources are those that have the possibility to be listed in the NRHP but a formal DOE has yet to be conducted.

APPENDIX D: ASSESSMENT OF EFFECTS REPORT CONCURRENCE LETTERS

DRAFT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



November 8, 2018

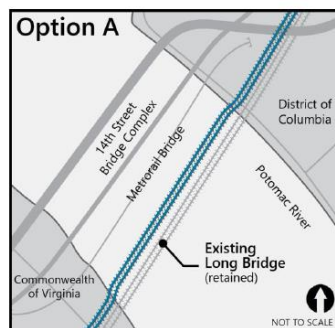
Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Assessment of Effects Report for the Long Bridge Project

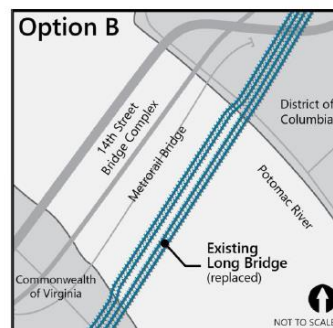
Dear Ms. Murphy:

Thank you for providing the District of Columbia State Historic Preservation Officer (DC SHPO) with a copy of the *Assessment of Effects Report* for review and comment. We have reviewed the document and are writing to provide additional comments regarding effects on historic properties in accordance with Section 106 of the National Historic Preservation Act.

We understand that two action alternatives have been retained for further consideration. Alternative A proposes to retain and restore the historic bridge, and to construct a second bridge upstream from the existing structure. Alternative B proposes to replace the historic bridge with two newly constructed bridges in the same general alignment. Both alternatives also include the possibility of constructing a new bike-pedestrian bridge upstream from the new bridge(s) that will either be attached to (Option 1), or independent from the new railroad bridge (Option 2), but a decision regarding whether the bike-pedestrian bridge will be constructed as part of the project has not yet been made.



- New 2-track bridge upstream of existing bridge
- Retain existing bridge



- New 2-track bridge upstream of existing bridge
- Replace existing bridge

Based upon our review of the report and the discussions held during the October 24, 2018 consulting parties' meeting, we concur that implementation of either action alternative will result in adverse effects on historic properties as outlined in the attached table. We also believe that Alternative A will have an indirect visual adverse effect on the East & West Potomac Park Historic District because it will block views to the historic bridge. However, the adverse effects associated with Alternative B will be far greater than those which will occur as a result of Alternative A because the former will completely destroy the historic bridge. For this reason, we recommend that Alternative A be selected as the Preferred Alternative.

Of the two options for the new bike-pedestrian bridge, an independent structure (Option 2) appears to result in fewer adverse effects because it will avoid the need to construct wider piers to accommodate both the new bike-pedestrian bridge and the new railroad bridge. This will allow the new railroad bridge piers to be much more similar in size and design to the historic piers and, therefore, more compatible with the historic context.

On a related note, we recommend that the new railroad bridge be constructed using "Through Plate Girders" (below, left) that match the historic girders rather than "Deck Plate Girders" (below right) that were used to construct the Metro bridge further upstream. Using "Through Plate Girders" will establish a consistent, compatible "vocabulary" for the railroad bridges and differentiate them from the Metro structure. Differences in age and subtle details should eliminate any confusion that the two railroad bridges were constructed simultaneously.



In addition to the minimization measures described above, we recommend that mitigation measures such as interpretive displays that address the existing historic bridge and the extended history of bridges along this alignment be developed and installed within the project area. Supplemental mitigation measures may also be required as we learn more about the proposed project.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to consulting further to develop an appropriate Section 106 agreement document.

Sincerely,



C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office

Assessment of Effects

Summary of Adverse Effects Determination



Historic Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall <i>DC</i>	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Indirect Adverse Effect
George Washington Memorial Parkway (GWMP) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway (MVMH) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
East and West Potomac Parks <i>DC</i>	No Adverse Effect	Direct Adverse Effect	Direct Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

November 9, 2018

Ms. Amanda Murphy, Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE, Mail Stop-20
Washington, DC 20590

Re: Long Bridge Project
Arlington County, Virginia
DHR Project No. 2016-0932

Dear Ms. Murphy:

Thank you for requesting comments from the Virginia Department of Historic Resources (DHR) on the materials presented at the Fourth Consulting Parties Meeting held on October 30, 2018.

Action Alternatives. DHR recommends the selection of Option 2 for the bike-pedestrian crossing, as the footprint would be smaller than Option 1; it would not as directly impact the historic bridge and would be more easily reversible. We recommend that it be placed upstream. Because Long Bridge is contributing to the East-West Potomac Park, it should be retained and a new two-track bridge should be constructed. Action alternatives may include ground disturbances for piers and/or landings in Virginia and in the District of Columbia. Any necessary further survey should be completed prior to the selection of the preferred alternative.

Summary for Assessment of Effects. Regarding summary assessment for Virginia properties, DHR concurs with the following determinations:

Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
George Washington Memorial Parkway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

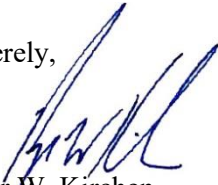
Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report. We have reviewed the document entitled *Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report* and find that its recommendations are sound. We support the proposed classification of areas with high, moderate, and no archaeological potential and the Recommended Actions presented in Section 11.5.

This letter provides our concurrence with the FRA's determination of Adverse Effect for all action alternatives as submitted. We look forward to continued consultation with the FRA and the other consulting parties as the project progresses. For any additional questions, please contact the reviewer assigned to this project, Adrienne Birge-Wilson at (804) 482-6092, or via email at adrienne.birge-wilson@dhr.virginia.gov.

Sincerely,



Roger W. Kirchen
Director, Review and Compliance Division

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
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2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

APPENDIX E: ASSESSMENT OF EFFECTS REPORT

DRAFT

Long Bridge Project

Section 106 Assessment of Effects Report

December 7, 2018

Long Bridge Project

Section 106 Assessment of Effects Report

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1.0 Introduction

The Federal Railroad Administration (FRA) in coordination with the District Department of Transportation (DDOT) assessed effects of the Long Bridge Project (the Project) on historic properties per Section 106 of the National Historic Preservation Act of 1966¹ and its implementing regulation.² FRA and DDOT are coordinating the Section 106 process with the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA).

The Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (the Long Bridge Corridor). The 1.8-mile Long Bridge Corridor is shown in **Figure 1-1**.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

This report documents the assessment of effects to historic properties that could result from the Project. This report includes the following:

1. Description of the project alternatives considered and a description of the bike-pedestrian crossing mitigation option;
2. Summary of Section 106 consultation efforts completed to date;
3. Description of the Area of Potential Effects (APE);
4. Listing identified historic properties and properties at or greater than 45 years of age within the APE;
5. Description of the methodology used for assessing effects on historic properties; and
6. Assessment of effects on historic properties.

FRA and DDOT considered comments from the District of Columbia State Historic Preservation Officer (DC SHPO), Virginia Department of Historic Resources (VDHR), and other Consulting Parties to the Section 106 process in preparing this final report.³

¹ 54 USC 300101.

² 36 CFR Part 800. Protection of Historic Properties.

³ FRA and DDOT provided a draft Assessment of Effects report to SHPOs and Consulting Parties for 30-day review (Oct 10, 2018 – November 9, 2018), and held a Consulting Parties Meeting on October 24, 2018.

Figure 1-1 | Long Bridge Corridor



2.0 Description of the Undertaking

2.1. Project Background

The existing Long Bridge is a two-track railroad bridge, constructed in 1904, that is currently owned and operated by CSX Transportation (CSXT), a Class I freight railroad. The Long Bridge is a contributing structure to the East and West Potomac Parks Historic District. The Long Bridge Corridor serves freight (CSXT), National Railroad Passenger Corporation (Amtrak) intercity passenger rail, and Virginia Railway Express (VRE) commuter rail. Maryland Area Regional Commuter (MARC) service, which currently terminates at Washington Union Station in the District, plans to expand service across Long Bridge between the District and Northern Virginia. Norfolk Southern, also a Class I freight railroad, has trackage rights on Long Bridge but does not currently exercise those rights.

Long Bridge is a key element of the regional commuter railroad network and national railroad system for intra- and intercity passenger rail service, as well as freight railroad service along the Eastern Seaboard of the United States, linking the Northeast Corridor and Southeast High-Speed Rail Corridor. Projections indicate that freight and passenger growth will exceed the capacity of the existing two-track bridge across the Potomac River. Future demand will require new options and expanded infrastructure to avoid interrupting the movement of passengers and goods across the Potomac River and to provide service to economic centers north and south of Long Bridge.

2.2. Alternatives to Be Evaluated in the EIS

2.2.1. Action Alternatives

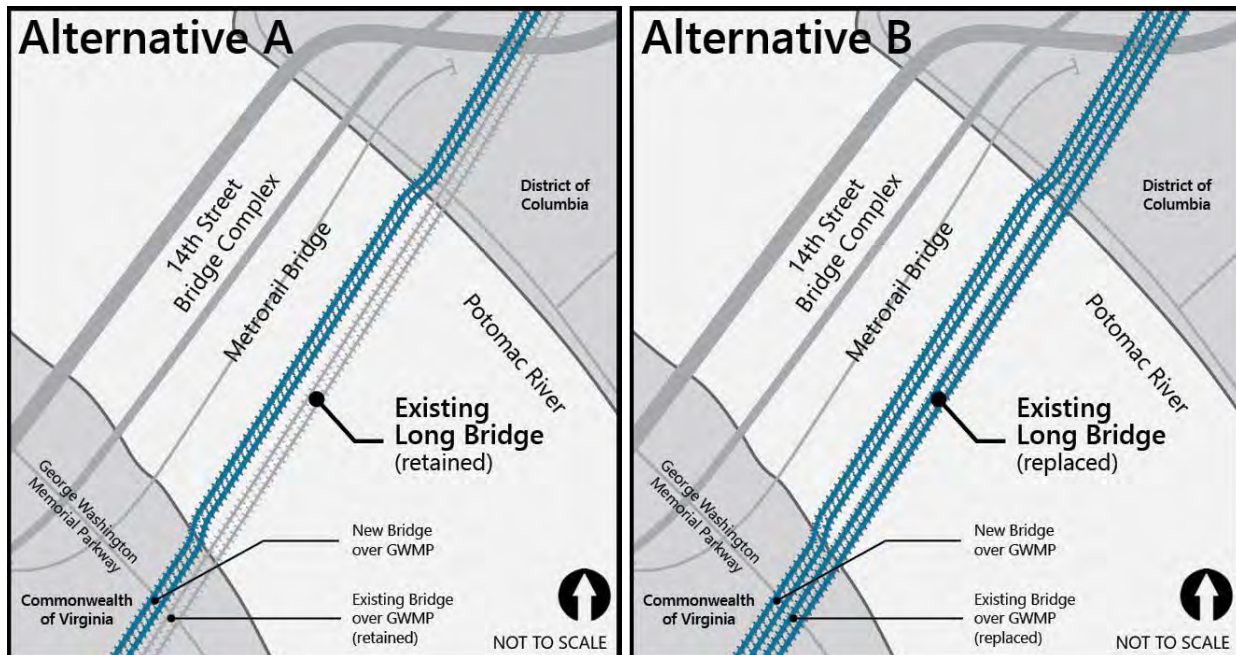
Based on the results of concept screening completed by FRA and DDOT, in addition to comments from agencies, the public, and Consulting Parties, FRA and DDOT selected two Action Alternatives to for evaluation in the EIS. **Figure 2-1** shows Action Alternative A and Action Alternative B.

- **Action Alternative A (Preferred Alternative):**⁴ This alternative would retain the existing two-track Long Bridge and construct a new two-track bridge upstream of the existing Long Bridge to create a four-track crossing over the Potomac River. Action Alternative A proposes no repairs or modifications to the existing Long Bridge under this Project, and the central through-truss span would be retained. A new component railway bridge would also be constructed to span above the George Washington Memorial Parkway (GWMP). The existing two-track railroad bridge above the GWMP would remain.
- **Action Alternative B:** This alternative would replace Long Bridge with a new two-track bridge and construct another new two-track bridge upstream of the existing bridge to create a four-track crossing. This alternative would also construct two new component railway bridges spanning above the GWMP, necessitating the removal of the existing bridge.

⁴ FRA and DDOT have identified Action Alternative A as the Preferred Alternative in the EIS. They informed agencies and the public of this decision on November 29, 2018.

North of the Potomac River crossing, the Action Alternatives follow substantially the same course. The following section describes elements common to both Action Alternatives.

Figure 2-1 | Action Alternatives to Be Evaluated in the EIS



2.2.2. Elements Common to Both Action Alternatives

The southern Project limit is the RO Interlocking, a series of signals and track crossovers allowing trains to switch between tracks. As part of the District to Richmond segment of the Southeast High-Speed Rail Corridor, the Virginia Department of Rail and Public Transportation (DRPT) is proposing a four-track crossover alignment at this location.⁵ Both Action Alternatives tie into the planned interlocking and add two new tracks in addition to the two existing tracks. The new and existing tracks would meet the switching and crossover length requirements necessary at an interlocking for interoperability.

Moving north from the RO Interlocking, the four-track alignment proposed for the Project would continue adjacent to Long Bridge Park and would then cross over the GWMP. In both Action Alternatives, a new bridge would be constructed over the Mount Vernon Trail (MVT) and continue across the Potomac River upstream of the existing bridge. Additional information on the proposed bridge design and engineering is described in **Section 2.2.4, Conceptual Engineering Studies**.

After crossing the Potomac River, the new Long Bridge structures in both Action Alternatives would extend over Ohio Drive SW in the District and end at an abutment north of the street. The new upstream bridge would extend into National Park Service (NPS) Parking Lot C. The two new western track alignments would continue north from NPS Parking Lot C with a new single-span bridge spanning

⁵ DRPT. *DC2RVA Tier II DEIS*, Appendix A – Alternatives Technical Report. Accessed from http://dc2rvarail.com/files/9615/0413/6228/Appendix_A-Attachment_A_Corridor_Segments.pdf. Accessed July 18, 2018.

the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Yellow Line portal. Retaining walls would be required along the eastern and western sides of the four-track corridor to retain embankment fills.

The four new tracks would continue across I-395 on two separate two-track bridges. After bridging I-395, the four tracks would converge into parallel alignments and widen to the east of the existing track alignment, but would still be within the existing right-of-way. The four tracks would continue north along the corridor and cross over Ohio Drive SW for a second time on a single new four-track bridge. Retaining walls would again be required on either side of the corridor to retain embankment fill slopes.

The corridor would cross the Washington Channel at the mouth of the Tidal Basin on a single new four-track bridge that would replace the existing bridge. The channel is not navigable underneath the existing bridges. Just north of the Washington Channel crossing, the tracks would cross Maine Avenue SW and Maiden Lane on a new four-track bridge. The existing retaining wall along the west side of the tracks along the I-395 off-ramp would be maintained, and a new retaining wall would be required along the east side of the railroad corridor between the tracks and the Washington Marina parking lot. The alignment of the two new tracks would require that the pedestrian bridge over Maine Avenue SW be replaced on a new alignment.

The four-track alignment would proceed along the corridor between the Mandarin Oriental Hotel and the Portals V development and would continue underneath the Maryland Avenue SW overbuild. The tracks would share multiple bays between existing bridge piers, with some bridge modifications required.

From Maryland Avenue SW, the tracks would travel along the corridor underneath 12th Street SW, the 12th Street Expressway, and L'Enfant Plaza SW. Just north of L'Enfant Plaza SW, the four tracks would tie into the four tracks at LE Interlocking proposed by VRE, again meeting the switching and crossover length requirements necessary at an interlocking for interoperability.

2.2.3. No Action Alternative

The EIS will also evaluate the No Action Alternative, pursuant to NEPA implementing regulations. In the No Action Alternative, the Project would not be implemented. While the No Action Alternative is not consistent with the Project's Purpose and Need, it will serve as a baseline against which the potential effects of the Action Alternatives can be compared.

2.2.4. Conceptual Engineering Studies

FRA and DDOT are currently studying options to consider the feasibility and constructability of various bridge structure types under both Action Alternatives. In each alternative, the new bridges would be essentially identical in type and size. Over the navigation channels, a fixed span is proposed for the new bridge, with no ability to move or open for marine traffic. The vertical clearances beneath the bridge are restricted at the navigation channel, Ohio Drive SW, the Rock Creek Park Trail, and the MVT. Therefore, the bottom of the beams on the new bridge would be at the same elevation as that of the existing bridge. However, to meet new CSXT design criteria and maintain similar span lengths, the top of rail of the new bridge would be approximately 3 to 5 feet higher than the top of rail of the existing bridge.

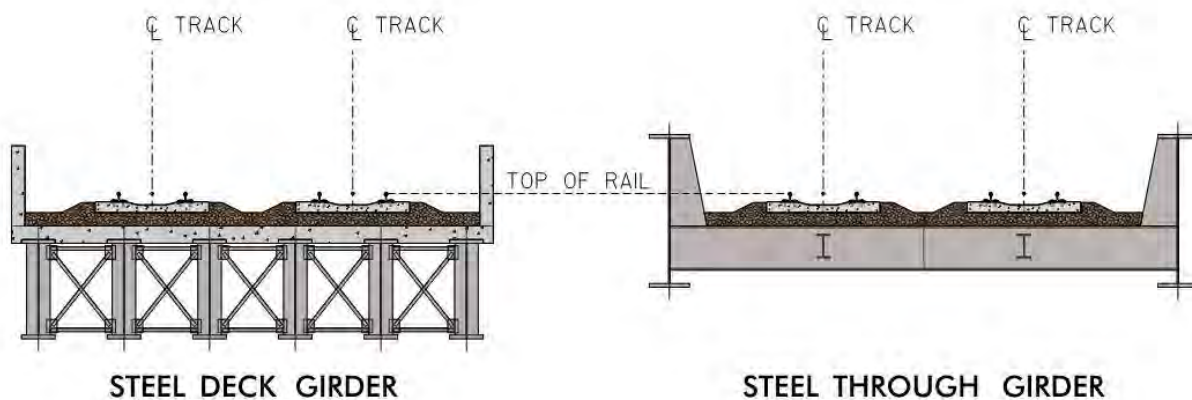
The overall depth of the approach bridge superstructure would be similar to, or slightly deeper than, the existing bridge depth. This element would be further refined during final design. The main channel span

over the navigational channel would have a deeper superstructure depth than the approach bridges due to the longer span, with an overall depth approximately 50 percent greater than the existing through girders.

For Action Alternative A, the locations of the new piers in the Potomac River are proposed to remain in the same configuration as the existing Long Bridge and in line with existing piers. If Action Alternative B is selected, and the existing bridge is replaced with a new bridge, the span lengths for both new bridges would remain similar as the superstructure lengths are already at the maximum limits for the required design loading, bridge geometry, and vertical clearances.

Two structure types for the proposed bridge across the Potomac River are being considered, as shown in **Figure 2-2**: a steel through girder bridge and a steel deck girder bridge. These are common structure types for railroad bridges in the United States. In addition, these structure types are considerably more cost effective than other structure types. The shallow depth of the structure required over the navigation channel precludes the use of concrete girders at this location. For uniformity, only steel girders are proposed for the new bridges over the river.

Figure 2-2 | Structure Types Under Consideration



Given the location of the bridge and its proximity to major landmarks and trails, the aesthetics of the proposed bridge would be considered in final design. The main difference between the two structure types in terms of aesthetics is the visible structure depth. For the deck girder design, roughly half the depth is the steel girder and the other half is the concrete deck and parapet wall. For the through girder bridge, the entire visible depth is steel. The concrete deck and parapet of the deck girder option may be cast with a decorative form liner to economically give an aesthetic finish to the parapet. The through girders can be painted to enhance the bridge appearance.

Both evaluated structure types would be viewed as traditional railroad bridges in appearance, to provide visual consistency with the existing Long Bridge structure. These would not have any signature spans that would greatly stand out among the surrounding bridges. Additionally, none of the new bridges proposed in either Action Alternative would recreate the central through truss span on the existing Long Bridge. Feedback received from the public, agencies, and Consulting Parties indicated a preference for a new span or spans that preserves the uniformity of the existing Long Bridge-Metrorail-14th Street bridge

complex and avoids potential adverse visual effects resulting from a signature span. The new bridges would be a deck plate girder or through plate girder bridge type for all spans, as shown in **Figure 2-2**.

2.2.5. Bike-Pedestrian Crossing Options

Although not part of the Project's Purpose and Need, some agencies and members of the public have expressed strong support for a bike-pedestrian crossing. The Project has continued to explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network. A potential bike-pedestrian crossing could be implemented under either Action Alternative being evaluated in the EIS. While not part of the Project, FRA, DDOT, and NPS are continuing to consider a bike-pedestrian crossing option as potential mitigation for impacts to properties protected under Section 4(f) of the United States Department of Transportation Act of 1966.⁶

The Project evaluated the feasibility of four bike-pedestrian crossing options and considered if a crossing could be designed to be consistent with railroad operator plans and pursuant to railroad safety practices. The four options extend from the Long Bridge Park side of the GWMP to the north side of Ohio Drive SW at NPS Parking Lot C, with connections to the MVT and Ohio Drive SW. These options are summarized below:

- **Option 1A** would provide a crossing attached to the upstream side of the new upstream railroad bridge using a shared superstructure and substructure with the railroad bridge. This option would provide a direct connection to Long Bridge Park.
- **Option 1B** would provide a crossing attached to the upstream side of the new upstream railroad bridge using a shared substructure and separate superstructures. This option would provide a direct connection to Long Bridge Park.
- **Option 2** would provide a crossing on an independent bridge on the upstream side of the new upstream railroad bridge. This option would provide a direct connection to Long Bridge Park.
- **Option 3** would provide a crossing on an independent bridge downstream of the existing railroad bridge. To optimize connections to bicycle and pedestrian facilities, the crossing would connect in the District to Ohio Drive SW near the NPS National Capital Region (NCR) Headquarters, rather than landing next to Long Bridge. A direct connection to Long Bridge Park would not be feasible with this option.

Options shown at the public and agency meetings in December 2017 did not show the crossing connecting across the GWMP to Long Bridge Park. However, following feedback received from the public and agencies (U.S. Commission of Fine Arts [CFA], National Capital Planning Commission [NCP], and Arlington County) that emphasized the importance of a connection to Crystal City, the potential to cross the GWMP have been evaluated as part of all options.

The ramps connecting to the MVT in Virginia and to Ohio Drive SW in the District would begin sloping down to existing ground once the crossing reaches land on either side of the river or may begin sloping down while still over the river, which would minimize the length of ramp switchbacks. The determination of whether the bridge can begin sloping downward while still over the river channel

⁶ 49 USC 303

would be made in consultation with the United States Coast Guard regarding the minimum allowable vertical clearance over the channel.

FRA and DDOT will continue to consider Option 2 as potential mitigation for the Project. As shown in **Figure 2-3** and **Figure 2-4**, Option 2 provides the bike-pedestrian crossing on a completely separate structure approximately 25 feet upstream of the new upstream railroad bridge.

Option 2 is preferred by the railroad operators and NPS (land owner on either side of the bridge and the river bottom). This structure would be supported by single-column piers approximately 6 feet in diameter. The Option 2 piers would be significantly smaller than the piers in Option 1B as the size would be based on bike-pedestrian loading rather than railroad loading. The results of a Threat, Vulnerability, & Risk Assessment (TVRA) showed that this option would have the lowest risk, because the completely separate structure and distance between bridges would prohibit pedestrians from accessing the railroad bridge. Therefore, fewer security measures would be required. The completely separate structure also simplifies inspection and maintenance. Lastly, the construction cost of Option 2 would also be approximately 20 percent less than Option 1B.

Figure 2-3 | Bike-Pedestrian Crossing Option 2

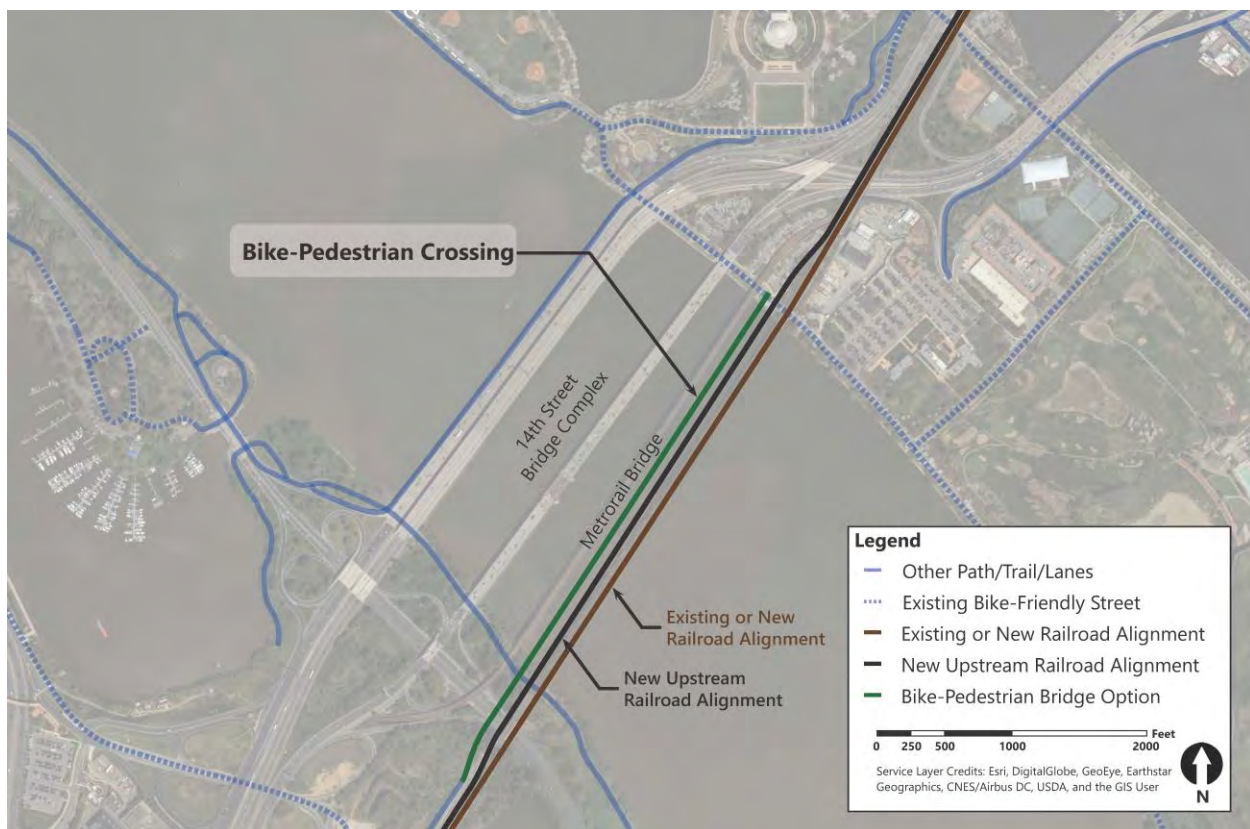
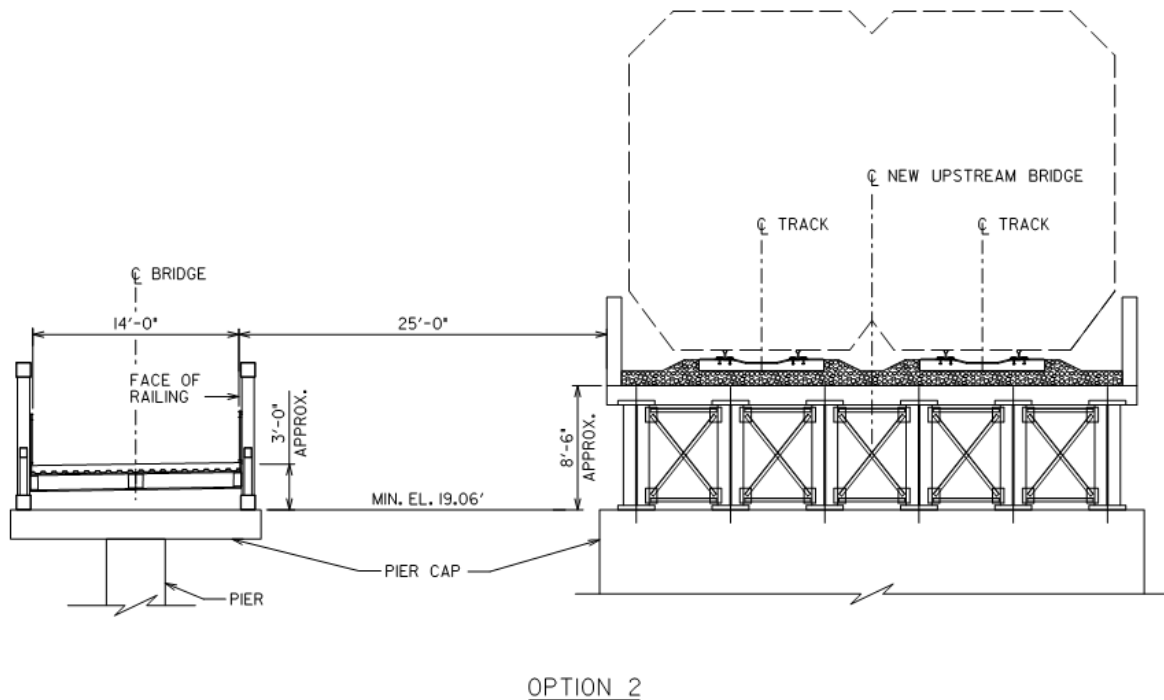


Figure 2-4 | Section Diagram of New Upstream Railroad Bridge and Bike-Pedestrian Crossing Option 2



Options 1A, 1B, and 3 were eliminated from further consideration for the following reasons:

- The deck of Option 1A, because it shares its superstructure as well as its substructure with the new upstream railroad bridge, would be at a much higher elevation across the river. This would require longer ramps than the other options, resulting in additional impacts to the GWMP, MVT, and NPS Parking Lot C. Compared to the other options, Option 1A would also offer less separation between the bike-pedestrian crossing and the railroad bridge. This proximity to the railroad bridge would result in a less desirable experience for bicyclists and pedestrians and would make maintenance and inspection more difficult.
- Option 1B shares its substructure with the new upstream railroad bridge, but would have a separate superstructure, enabling additional separation distance from the active railroad. To support the bike-pedestrian crossing superstructure, the railroad bridge piers would be extended by approximately 22 feet farther upstream. The results of the TVRA showed that this option would have the second highest risk of the options available. Option 1B requires substantial security measures to make it more difficult for pedestrians to access the railroad bridge. The proximity to the railroad bridge would result in a less desirable experience for bicyclists and pedestrians and make maintenance and inspection more difficult. The extended railroad piers and security measures make Option 1B more expensive than Option 2.

- Option 3 would introduce a new visual element into the viewsheds from the GWMP, East Potomac Park, and Potomac River resulting in additional impacts. In addition, it could not provide a direct connection to Long Bridge Park.

2.3. Long Bridge Section 106 Consultation

FRA initiated Section 106 consultation with DC SHPO and VDHR on September 22, 2016. FRA and DDOT worked with VDHR and DC SHPO to identify Consulting Parties, who were formally invited to participate in the Section 106 consultation process in March 2017. A list of those parties FRA invited to participate in the consultation process is shown in **Table 2-1** below.

Table 2-1 | Agencies and Organizations Invited to Participate as Consulting Parties for the Long Bridge Project

Amtrak	National Mall Coalition ¹
Architect of the Capitol	NPS, Captain John Smith Trail ¹
Arlington County Historic Preservation Program	NPS, GWMP
Arlington County Manager ¹	NPS, National Capital Region
Arlington Historical Society ¹	NPS, National Mall & Memorial Parks
Arlington National Cemetery ¹	National Trust for Historic Preservation ¹
Catawba Indian Nation ¹	Pentagon Reservation (Department of Defense)
Committee of 100 on the Federal City ¹	Southwest BID
Crystal City Civic Association	Trust for the National Mall ¹
CSXT	U.S. Army Corps of Engineers, Baltimore District ²
DC Preservation League	U.S. Army Corps of Engineers, Norfolk District ²
Delaware Nation	CFA
Delaware Tribe of Indians ¹	U.S. General Services Administration, National Capital Region
Federal Transit Administration (FTA)	DRPT
Mayor of the District of Columbia ¹	VRE
NCPC	Washington DC Chapter National Railway Historical Society ¹

¹ These organizations did not respond to the Consulting Party invitation or declined to participate as Consulting Parties.

² During scoping, the Norfolk District designated FRA as the lead Federal agency for fulfilling its compliance obligations under Section 106. In November 2018, the Baltimore District designated FRA as the lead Federal agency for Section 106 compliance.

FRA and DDOT jointly conducted four Section 106 Consulting Party meetings between April 2017 and October 2018. The specific content of those meetings is explained in **Table 2-2**. The feedback received during these meetings and in the subsequent comment periods informed the development of the APE, the identification of historic properties, the methodology for assessing effects, the assessment of effects on historic properties, and appropriate resolution strategies. In addition to meeting with Consulting Parties, FRA and DDOT held several public meetings throughout the NEPA process to provide information and solicit comments and questions from the public. These meetings also served as public meetings for the purposes of Section 106 consultation.

Table 2-2 | Consulting Party Meetings for the Long Bridge Project

Date	Content
Meeting #1 April 25, 2017	Project overview; purpose and need; preliminary concepts and screening; Section 106 process; preliminary identification of historic properties; and role of the consulting party.
Meeting #2 November 15, 2017	Concept screening results; draft APE and field survey methodology; and identification of historic properties.
Meeting #3 May 30, 2018	Phase 1A archaeological assessment overview; methodology for assessing effects to historic properties.
Meeting #4 October 24, 2018	Phase 1A archaeological assessment findings; findings of draft assessment of effects report; and avoidance, minimization, and mitigation strategies.

3.0 Identification of Historic Properties

This section provides a summary of the methodology utilized by FRA and DDOT to develop the project APE and identify historic properties, as well as the findings of those efforts. A detailed description of these methodologies and findings are described in the *Area of Potential Effects and Historic Properties Technical Report* (February 2018), which was provided to DC SHPO, VDHR, and the Consulting Parties (see **Appendix A**).

3.1. APE Development

Section 106 regulations define the APE as the geographic boundary within which an undertaking has the potential to directly or indirectly effect historic properties. The APE boundary reflects the scale and nature of an undertaking and may be different for different types of effects caused by an undertaking. For Section 106 consultation, the APE is defined to facilitate the identification of historic properties and to allow for the evaluation of potential effects to historic properties resulting from an undertaking.⁷

For the Project, FRA identified an APE and Limits of Disturbance (LOD) for the alternatives under consideration. The LOD boundary represents the area within which the Project has the potential to directly alter an existing feature or result in ground-disturbing activities. FRA subsequently refined the APE in consultation with DC SHPO, VDHR, and other Consulting Parties. By letters dated March 23, 2018, DC SHPO and VDHR concurred with the APE and LOD.

Following the dismissal of the bike-pedestrian crossing option downstream of the existing Long Bridge (see **Section 2.2.5, Bike-Pedestrian Crossing Options**), FRA revised the LOD to remove the alignment of that crossing option and its associated access ramps and landings (see **Figure 3-1**). The APE boundary remains unchanged.

3.2. Identification of Historic Properties

Concurrent with the development of the APE, FRA and DDOT identified historic properties within the APE boundaries in consultation with DC SHPO, VDHR, and the Consulting Parties (as shown in **Figure 3-2**). Per the Section 106 regulation, a historic property is defined as "... any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP)." The definition of historic properties includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (including artifacts, records, and material remains).⁸ The following tables provide a list of identified historic properties for the Project. **Appendix A, Area of Potential Effects and Historic Properties Technical Report**, provides more detailed information on the location and significance of these properties.

⁷ 36 CFR 800.16(d).

⁸ 36 CFR 800.16(l)(1).

Figure 3-1 | Area of Potential Effects and Limits of Disturbance

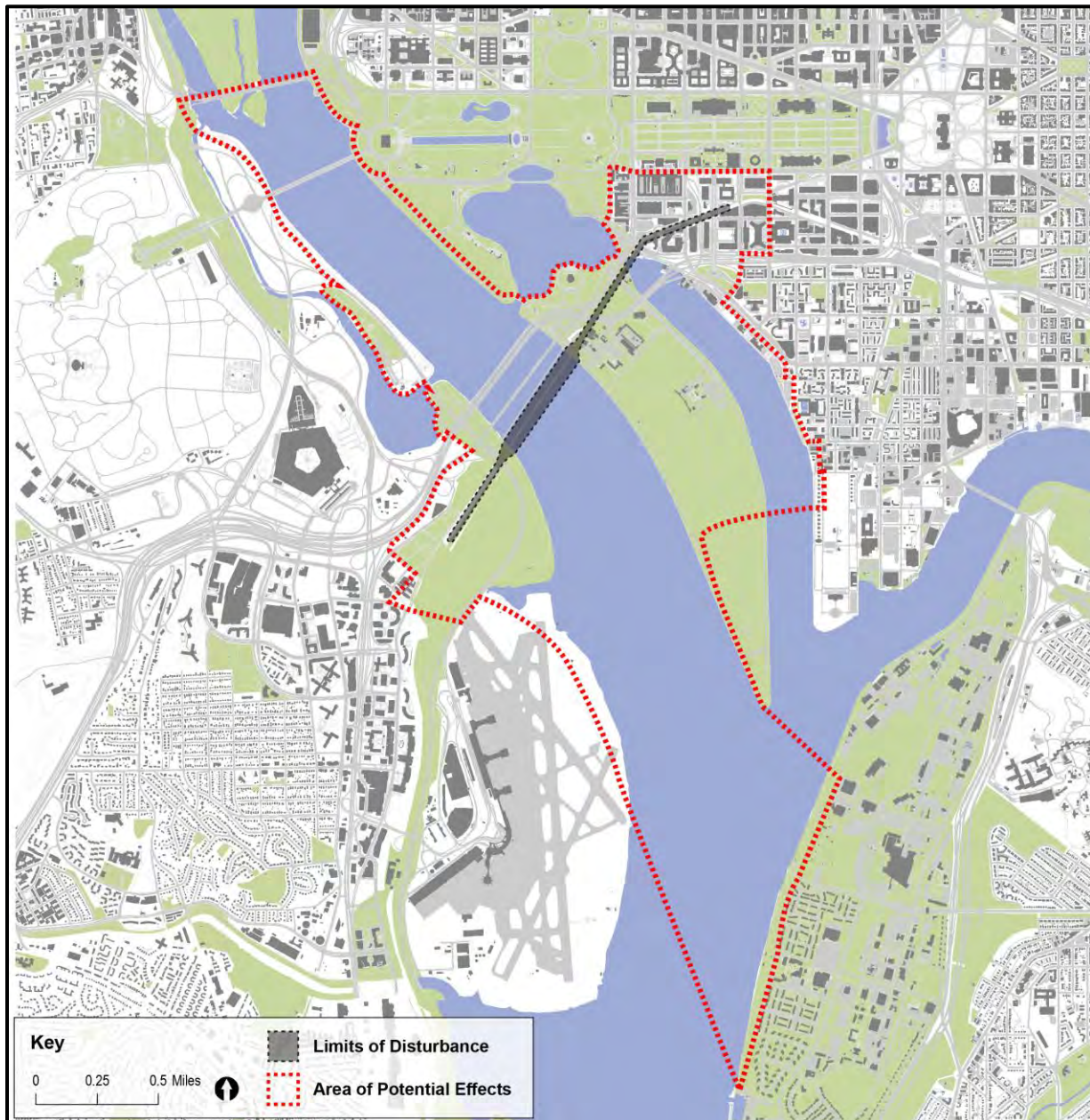
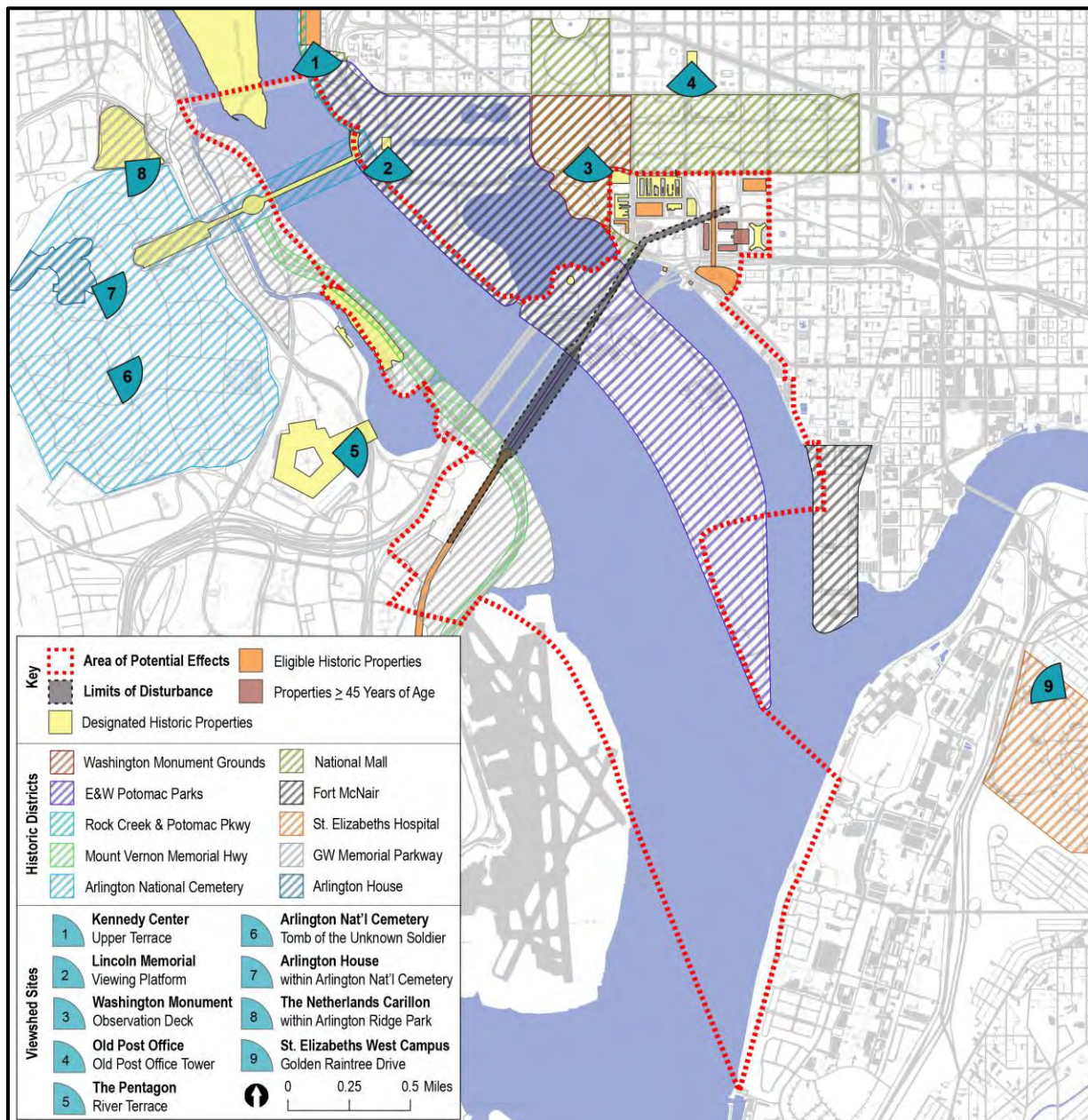


Figure 3-2 | Identification of Historic Properties



3.2.1. Designated Historic Properties

The following properties (**Table 3-1**) have been listed in the NRHP, DC Inventory of Historic Sites (DC), or the Virginia Landmarks Register (VLR). Two properties have been designated as National Historic Landmarks (NHL). In some cases, these properties were determined eligible for NRHP listing (Determination of Eligibility [DOE]) and were subsequently listed.

Table 3-1 | Designated Historic Properties

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC, NRHP
2.	Parkways of the National Capital Region	Washington, DC	VLR, NRHP
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo, Washington, DC	DC, NRHP
4.	GWMP¹	Arlington, VA; Washington, DC	VLR, NRHP
5.	Mount Vernon Memorial Highway (MVMH)²	Arlington, VA; Washington, DC	VLR, NRHP
6.	Plan of the City of Washington	Washington, DC	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	United States Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	USDA South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW, Washington, DC	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, Arlington, VA, and Washington, DC	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW, Washington, DC	DC, DOE
17.	Titanic Memorial	Water and P Streets SW, Washington, DC	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW, Washington, DC	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW, Washington, DC	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Anacostan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln)³	West Potomac Park, Washington, DC	DC, NRHP
23.	Washington Monument and Grounds Historic District³	14th Street, between Constitution and Independence Avenues, Washington, DC	DC, NRHP
24.	Arlington House Historic District³	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP

25.	Arlington National Cemetery Historic District³	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District³	2700 Martin Luther King Jr. Avenue SE, Washington, DC	DC, NRHP, NHL
27.	Netherlands Carillon (within Arlington Ridge Park)³	Northwest corner of N Meade Street and Marshall Drive, Arlington, VA	VLR, NRHP,
28.	Old Post Office³	1100 Pennsylvania Avenue NW, Washington, DC	DC, NRHP
29.	The Pentagon³	US 1, Virginia Route 110, and I-395, Arlington, VA	VLR, NRHP, NHL

¹ Within the Long Bridge Project Area, the GWMP is primarily located in Virginia. Segments of the GWMP, such as where it extends along Lady Bird Johnson Park, are located within the District. Outside of the Project area, the GWMP also extends into Maryland.

² The same geographic considerations as described above for the GWMP also apply to the MVMH.

³ These properties are designated as viewshed locations outside of the contiguous APE boundaries.

3.2.2. Eligible Historic Properties

The following properties have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by VDHR or DC SHPO.

Table 3-2 | Eligible Historic Properties

#	Name	Location	Designation
1.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
2.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
3.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
4.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSX right-of-way in VA from Arlington County to the City of Richmond, VA	DOE
5.	Washington Marina Building	1300 Maine Avenue SW, Washington, DC	DOE
6.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park, Washington, DC	DOE
7.	Lady Bird Johnson Park	GWMP, Washington, DC	DOE
8.	John F. Kennedy Center for the Performing Arts¹	2700 F Street NW, Washington, DC	DOE
9.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE

¹ These properties are designated as viewshed locations outside of the contiguous APE boundaries.

3.2.3. Properties at or Greater than 45 Years of Age

Although the scope for this project does not include drafting formal DOEs, properties located within the APE that are at least 45 years of age were evaluated against the NRHP Criteria for Evaluation.⁹ An assessment of integrity for each property was also undertaken. This age was selected to account for the 50-year threshold that is generally observed in the evaluation of historic significance, and to account for the implementation schedule of the Project (which would extend 5 or more years into the future). These properties were identified using a range of documentation resources including real property and building permit data, historic maps and photographs, and aerial photographs. A preliminary evaluation of each property's potential historic significance and integrity is provided as a resource for future, or more detailed, evaluation by FRA or others at the time of Project implementation.

Table 3-3 | Properties at or Greater than 45 Years of Age

#	Name	Location	Date(s)	Preliminary Determination of Eligibility
1.	425 12th Street SW¹	425 12 th Street SW, Washington, DC	1959	Likely not eligible.
2.	Astral Building (North Building, L'Enfant Plaza)	955 L'Enfant Plaza SW, Washington, DC	1968	Potentially eligible.
3.	Cosat Building (South Building, L'Enfant Plaza)	950 L'Enfant Plaza SW, Washington, DC	1965	Potentially eligible.
4.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)	470-490 L'Enfant Plaza SW, Washington, DC	1971 to 1973	Potentially eligible.
5.	USPS Building (West Building, L'Enfant Plaza)	475 L'Enfant Plaza SW, Washington, DC	1969 to 1971	Potentially eligible.
6.	398 Long Bridge Drive¹	398 Long Bridge Drive, Arlington, VA	1957	Likely not eligible.

¹ VDHR or DC SHPO concurred with FRA's preliminary determination of ineligibility. For this reason, these properties are not considered historic properties and are not evaluated for adverse effects.

3.2.4. Archaeological Resources

Archaeological resources will be identified using a phased approach. FRA and DDOT have initiated the process by completing a Phase IA Archaeological Assessment in consultation with DC SHPO and VDHR. The Phase IA consists of a desktop review of known archaeological sites and areas that exhibit high archaeological potential. The Phase IA addresses both Action Alternatives and the potential bike-pedestrian crossing. Additional surveys will be conducted as needed now that a Preferred Alternative has been identified. Because NPS has jurisdiction over a majority of the area within the LOD (including the bottom lands of the Potomac River), FRA and DDOT will coordinate with them regarding potential effects on archaeological resources, including potential underwater archaeology. VDHR provided

⁹ *National Register of Historic Places, National Register Bulletin, How to Apply the National Register Criteria for Evaluation* (United States Department of the Interior, NPS, revised 2002).

concurrence on the recommendations and conclusions in the draft Phase IA technical report on November 9, 2018. DC SHPO concurred on November 19, 2018.

4.0 Assessment of Effects

This section provides a description of the criteria and methodology used to assess the Project's effects on historic properties. Following a summary determination of effect, the detailed assessment is organized by historic property and further separated between permanent or long-term effects, cumulative effects associated with the bike-pedestrian crossing options, and temporary or construction-related effects. Effects on archaeological resources are not addressed here but will be identified using the phased approach described above.

4.1. Criteria of Adverse Effect

The Section 106 implementing regulations provide a definition of the criteria of adverse effect: "An adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association."¹⁰

Examples of adverse effects include:

- Physical destruction or damage;
- Alterations that are inconsistent with the *Secretary's Standards for the Treatment of Historic Properties*, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access;
- Removal of the property from its historic location;
- Change of the character of the property's use or of contributing physical features within the property's setting;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect or deterioration (except in certain religious or cultural cases); and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate preservation controls.

4.2. Assessment of Effects Methodology

For the Project, FRA and DDOT have identified three main categories of potential adverse effects on historic properties:

- **Direct physical effects** that remove, damage, or alter a historic property within the LOD.
- **Indirect visual effects** that change the character of a historic property's setting or alter significant views.
- **Direct or indirect effects** resulting from vibration, or indirect effects from noise that may alter a historic property or diminish its integrity.

At the May 30, 2018, Consulting Party meeting, FRA and DDOT presented a methodology for assessing adverse effects based on each category above. These methodologies are described below.

¹⁰ 36 CFR 800.5(a)(1).

4.2.1. Physical Effects

Based on the results of conceptual engineering for the Action Alternatives, FRA and DDOT described and evaluated the alternatives to determine their potential for direct physical effects on historic properties. For each historic property, the physical changes have been assessed against all seven aspects of historic integrity. If physical changes were determined to diminish any aspects of integrity that contribute to a property's historic significance, a finding of adverse effect has been made.

4.2.2. Visual Effects

Based on the results of conceptual engineering for the Action Alternatives, FRA and DDOT reviewed NRHP and cultural landscape documentation to identify and evaluate significant views and viewsheds for historic properties in the APE. FRA and DDOT also carried out visual assessments utilizing conceptual engineering results and existing survey documentation. For each historic property, the visual effect has been assessed against all seven aspects of historic integrity. If visual effects were determined to diminish any aspects of integrity that contribute to a property's ability to convey its historic significance, a finding of adverse effect has been made. Indirect adverse effects were most likely to result when an alternative permanently removed or impeded views that contribute to the historic significance of a property or diminished a property's historic integrity. Visual effects generally diminished a property's integrity of setting, feeling, and association. This methodology has also followed VDHR guidance for assessing visual effects on historic properties to aid in determining if they are adverse.¹¹

4.2.2.1. Viewshed Analysis

To better understand and evaluate the effects of the proposed Action Alternatives, FRA and DDOT prepared a series of photographic simulations that visualize the appearance of these alternatives as compared against existing conditions. The selected locations were sites that demonstrated a moderate or high potential for adverse effects resulting from either Action Alternative. Specific to historic properties, moderate- or high-potential sites were those:

- With views or vistas that contribute demonstrably to the historic significance of a given historic property;
- Where the existing Long Bridge Corridor was currently clearly visible; and
- Where either Action Alternative had the potential to obstruct or alter historic views or vistas or diminish the integrity of a historic property.

At the November 2017 Consulting Parties meeting, FRA and DDOT solicited and received input from the Consulting Parties to determine important viewsheds to include in the APE. In August 2018, FRA and DDOT coordinated with Consulting Parties with technical expertise on the matter, namely the DC SHPO, VDHR, NPS, CFA, and NCPC to develop the list of sites selected for additional visual analysis using photo simulations (see **Figure 4-1** and **Table 4-1**)**Error! Reference source not found..**

¹¹ VDHR. Assessing Visual Effects on Historic Properties. Accessed from https://www.dhr.virginia.gov/pdf_files/Assessing_Visual_Effects_JUN10.pdf. Accessed May 9, 2018.

Figure 4-1 | Viewshed Locations (overlaid on APE)

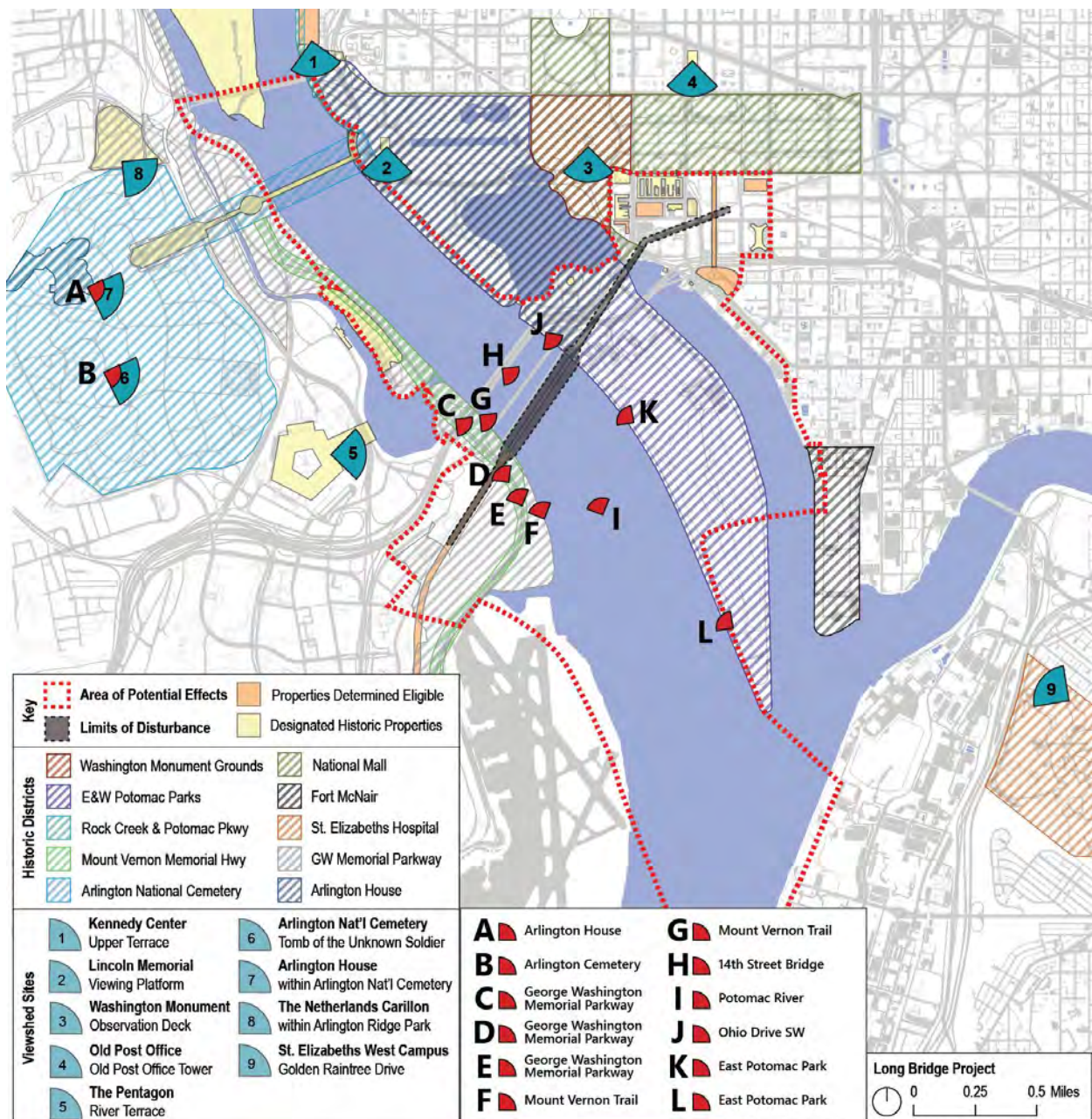


Table 4-1 | Viewshed Analysis Locations

#	Site/Property	Location
A	Arlington House	View from Arlington House facing southeast
B	Arlington National Cemetery	View from Tomb of the Unknown Soldier facing southeast
C	GWMP	View from southbound motorway approaching Metrorail Bridge
D	GWMP	View from northbound motorway approaching Metrorail and 14th Street bridges
E	GWMP	View from northbound motorway approaching GWMP railroad crossing
F	GWMP, MVT	View from Gravelly Point Park approaching Long Bridge facing north
G	GWMP, MVT	View from north of Long Bridge facing south
H*	I-395 Bridge	View from center of bridge facing south
I*	Potomac River	View from south of Long Bridge facing north
J	East Potomac Park	View from Ohio Drive SW facing southwest
K	East Potomac Park	View from Buckeye Drive vicinity facing northwest
L	East Potomac Park	View from end of Hains Point facing northwest
* These visualizations will also support analysis of impacts in the Visual Resources chapter of the DEIS but are not presented in this report as they are not historic properties.		

4.2.2.1. Methodology to Create Viewshed Simulations

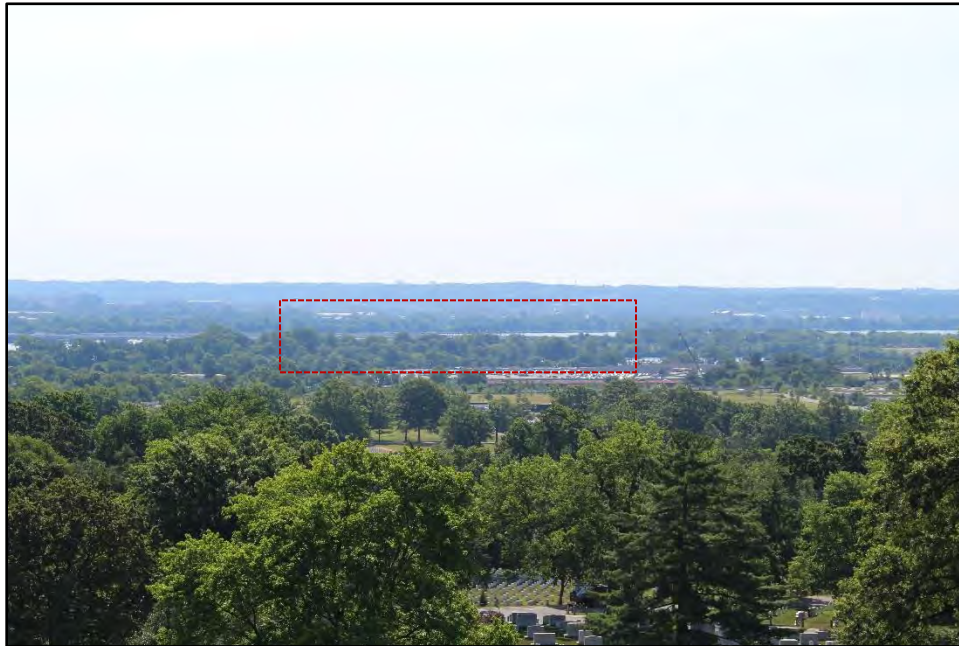
To create these views, FRA and DDOT conducted field surveys to photograph existing conditions. They then created three-dimensional massing models of Action Alternatives A and B that were aligned with the existing Long Bridge Corridor in these locations. The three-dimensional models were overlaid on existing conditions photographs and manipulated digitally to adjust for light and shadow, render materials, and approximate anticipated vegetative conditions. The viewshed simulations are shown on the following pages in **Figures 4-2 through 4-11**.¹²

¹² An additional round of field visits and photo simulations will be conducted in late 2018 to assess winter (leaves-off) views and confirm the findings described in this report. Any changes to the assessment of effects based on winter views will be incorporated into the Final Assessment of Effects Report that will be attached as an appendix to the administrative draft of the DEIS.

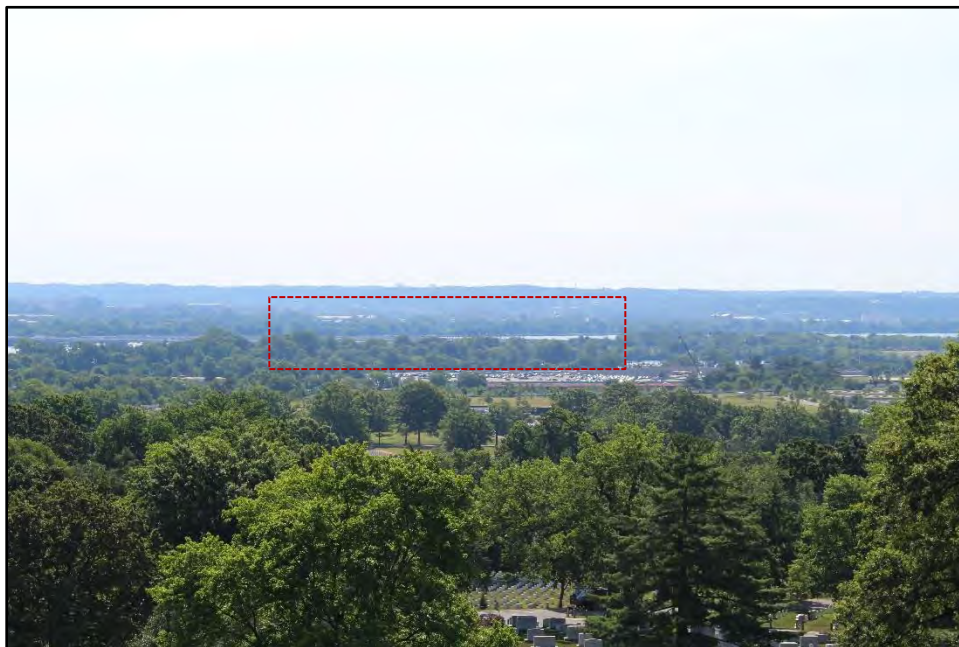
4.2.2.2. Viewshed Simulations

Figure 4-2 | Viewshed Location A (Arlington House)

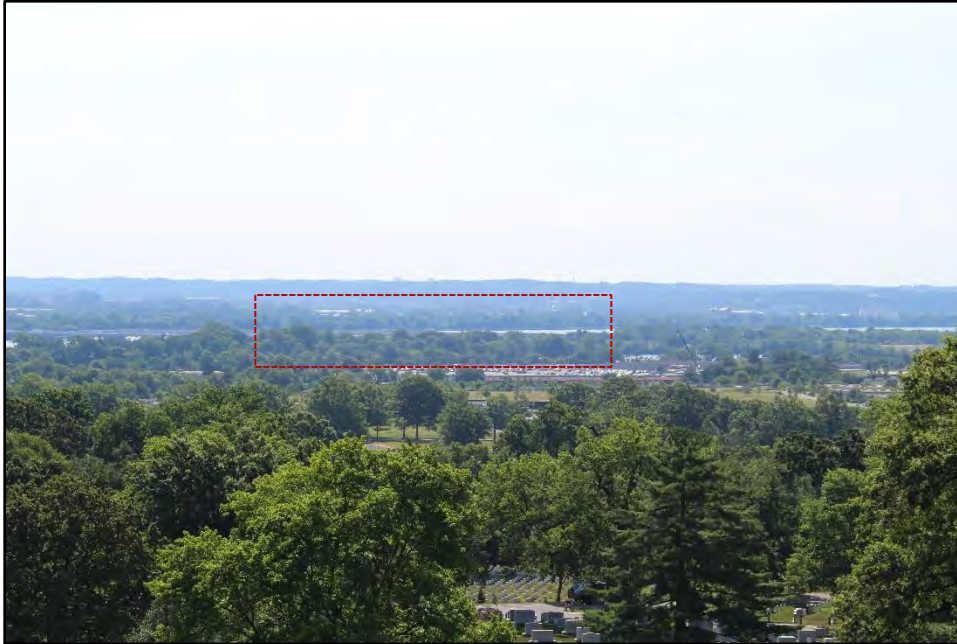
View from Arlington House facing southeast (existing Long Bridge location outlined in red)



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



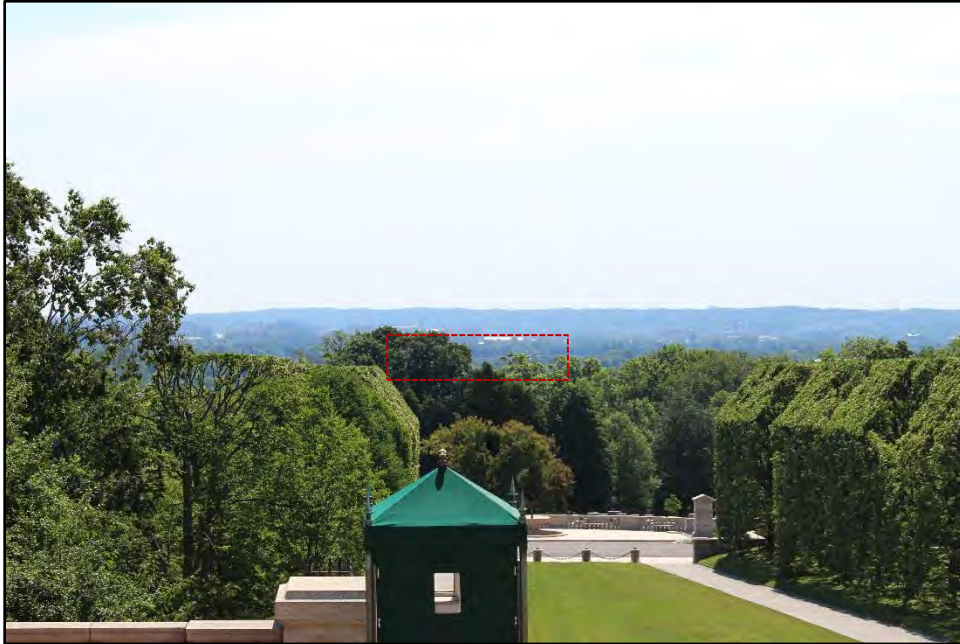
Action Alternative B: New railroad bridges not visually discernable.

Figure 4-3 | Viewshed Location B (Arlington National Cemetery)

View from Tomb of the Unknown Soldier facing southeast (existing Long Bridge location outlined in red)



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridges not visually discernable.

Figure 4-4 | Viewshed Location C (GWMP)

View from southbound motorway approaching Metrorail Bridge



Existing Conditions



Action Alternative A: New railroad bridge visible behind Metrorail Bridge.



Action Alternative B: New railroad bridges visible behind Metrorail Bridge.

Figure 4-5 | Viewshed Location D (GWMP)

View from northbound motorway approaching Metrorail and 14th Street bridges



Existing Conditions



Action Alternative A: New railroad bridge visible behind existing railroad bridge.



Action Alternative B: New railroad bridges visible.

Figure 4-6 | Viewshed Location E (GWMP)

View from northbound motorway approaching GWMP railroad crossing



Existing Conditions



Action Alternative A: New railroad bridge abutment partially visible.



Action Alternative B: New railroad bridges visible.

Figure 4-7 | Viewshed Location F (GWMP, MVT)

View from Gravelly Point Park approaching Long Bridge facing north



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

Figure 4-8 | Viewshed Location G (GWMP, MVT)

View from north of Long Bridge facing south



Existing Conditions



Action Alternative A: New railroad bridge visible.



Action Alternative B: New railroad bridges visible.

Figure 4-9 | Viewshed Location J (East Potomac Park)

View from Ohio Drive SW facing southwest



Existing Conditions



Action Alternative A: New railroad bridge visible.



Action Alternative B: New railroad bridges visible.

Figure 4-10 | Viewshed Location K (East Potomac Park)

View from Buckeye Drive vicinity facing northwest



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

Figure 4-11 | Viewshed Location L (East Potomac Park)

View from end of Hains Point facing northwest



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

4.2.3. Noise and Vibration Effects

This assessment has been coordinated with the EIS analysis for noise and vibration. FRA and DDOT have overlaid the Noise and Vibration Study Area with the APE (as shown in **Figure 4-12**). **Error! Reference source not found.** In accordance with EIS methodology, noise and vibration analysis has been based on Federal Transit Administration (FTA) Guidelines. Based on the EIS assessment, FRA and DDOT identified historic properties that would experience noise and vibration levels above FTA thresholds. FTA guidelines defer to local construction and operational noise limits where applicable. If noise and vibration levels above FTA or local thresholds were determined to diminish any aspects of integrity that contributed to a property's historic significance, a finding of adverse effect has been made.

The EIS analysis for noise and vibration evaluates both temporary construction and permanent operational effects due to noise and vibration for the following classifications of each:

- **Ground-borne vibration**, defined as the oscillatory motion of the ground, occurs when forces associated with the wheel-rail interaction are transmitted through the track structure into the ground and into adjacent buildings. Vibration may be perceptible and disturb people or sensitive activities in nearby buildings.
- **Noise** is typically defined as unwanted or undesirable sound. Noise is evaluated based on its potential to cause human annoyance. Because humans can hear certain frequencies or pitches of sound better than others, sound levels are measured and reported using a descriptor called the **A-weighted sound level**. A-weighted sound levels weight different frequencies of sound to correspond to human hearing and are expressed in decibel notation as **dBA**.
- **Ground-borne noise** is generated when vibration propagates into a room and causes the walls, ceilings, and floor to vibrate and generate a low frequency rumble. Ground-borne noise is generally only perceptible in buildings where airborne paths (such as paths through windows or openings) are not present. Ground-borne noise is of particular concern for special-use buildings, such as theatres and recording studios.

The process to evaluate the potential effects from noise and vibration included identifying noise- and vibration-sensitive receptors, understanding the predominant sources of noise and vibration, and characterizing existing noise and vibration conditions through measurements. Noise receptors were categorized into the FTA Land Use Noise Categories based on the human use of the property as it relates to the potential for noise to cause human annoyance. Receptors are primarily located at ground-level outdoor areas of frequent human use. Parks that have areas for passive recreation are considered sensitive to noise. Commercial and industrial properties are not typically evaluated for operational noise impact unless there are outdoor areas of frequent human use. Residential, institutional, commercial, and industrial land uses are typically evaluated for construction-period noise effects.

Vibration-sensitive land uses are similar to noise-sensitive land uses except that vibration, as it relates to human annoyance, is only evaluated inside buildings and is not evaluated at parks. All buildings and structures are evaluated for potential structural damage due to high-impact construction equipment such as impact pile driving. The thresholds for potential structural damage are greater than the thresholds for human annoyance. Train operations generally do not generate sufficient vibration to cause structural damage unless the trains are extremely close to sensitive buildings. Historic properties are often more susceptible to vibration and have lower thresholds for increased risk of structural damage.

Figure 4-12 | Noise and Vibration Study Area Overlaid on APE

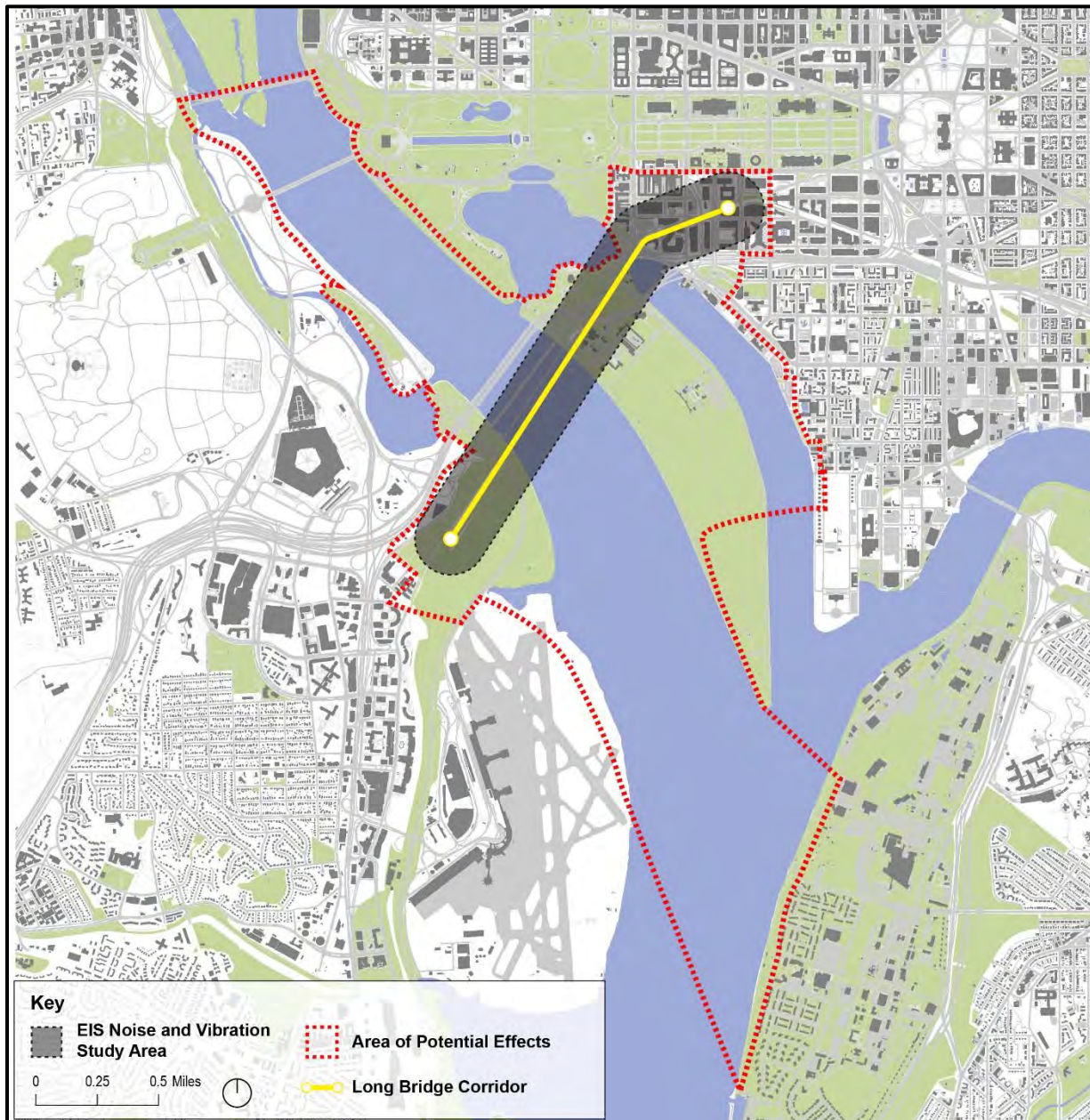
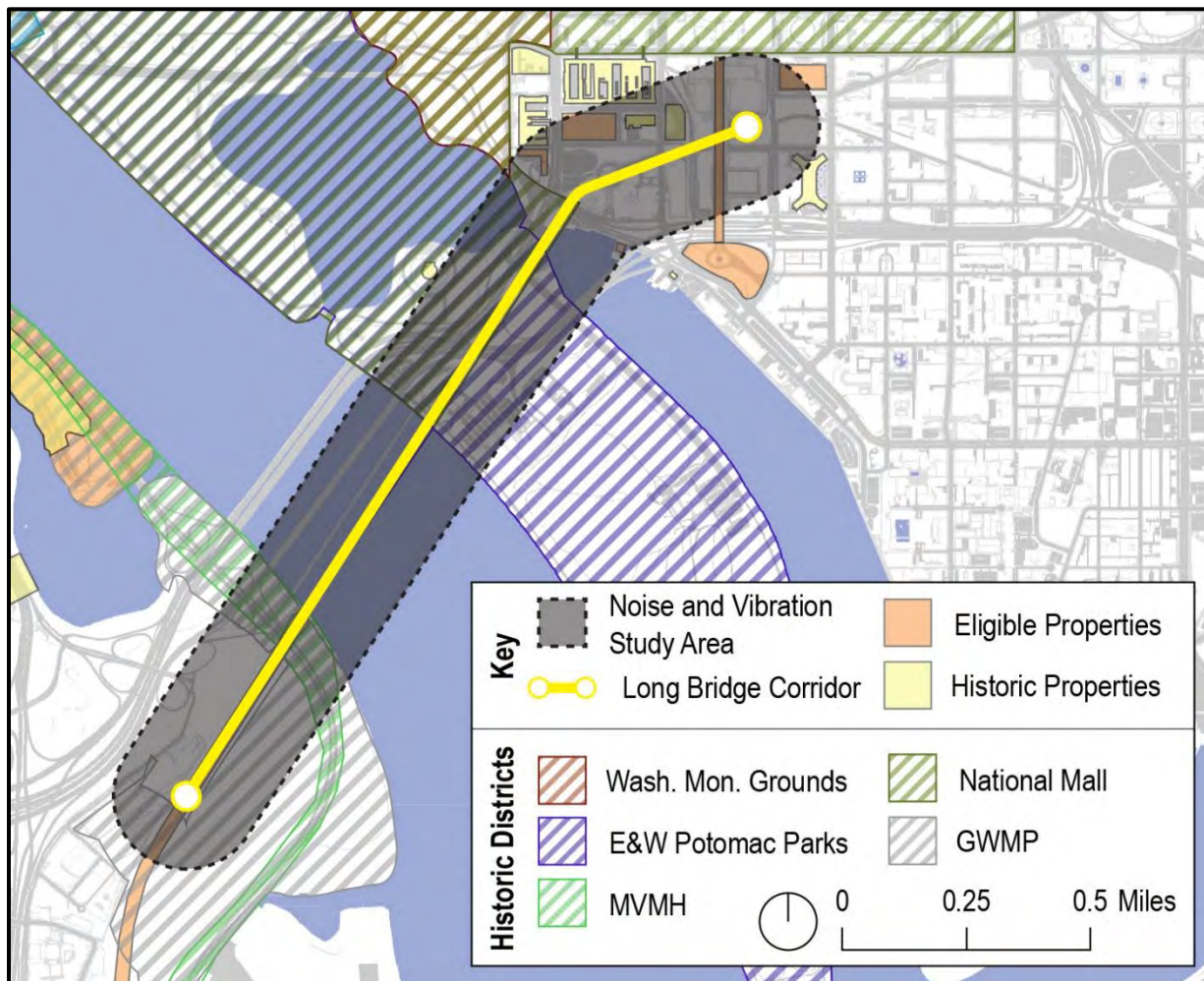


Figure 4-13 | Detail of Noise and Vibration Study Area with Historic Properties



4.3. Summary Determination of Effect

This assessment finds that **both Action Alternatives adversely affect the GWMP, MVMH, and East and West Potomac Parks historic districts**. Direct adverse effects to these resources would result due to the removal or alteration of contributing features, including vegetation. **The direct adverse effects would be intensified in Action Alternative B** because of greater LOD areas, and the removal of the Long Bridge (a contributing resource to the East and West Potomac Parks Historic District) and a component railway bridge above the MVMH and the GWMP (a contributing resource to the GWMP).

Both alternatives create permanent, indirect adverse effects resulting from visual changes on the GWMP, MVMH, and East and West Potomac Parks historic districts.¹³ Analysis compiled to support the

¹³ This assessment is based on existing NRHP, DC, VLR, DOE, cultural landscape, and other available documentation for each historic property. NPS has indicated that it considers the existing Long Bridge and the circa-1930 component railroad bridge spanning above the motorway to be contributing to the GWMP Historic District. The NRHP documentation for the GWMP

noise and vibration section of the EIS found there would be no permanent, direct or indirect adverse effects on historic properties resulting from noise or vibration.

Construction activities, including **construction-related staging, access, and noise and vibration for both Action Alternatives adversely affect the National Mall, the MVMH, the GWMP, and East and West Potomac Parks historic districts**. These effects are temporary and would be limited to the periods of construction for each Action Alternative. These effects could likely be avoided or minimized in intensity and duration through appropriate construction management techniques. **Section 0, Temporary and Construction-Related Effects**, provides a list of the historic properties affected.

4.4. Permanent or Long-Term Effects

An evaluation of permanent and long-term effects anticipated from Action Alternative A and Action Alternative B are described in **Table 4-2**. The evaluation is organized by classifications of historic properties as described previously.

Table 4-2 | Permanent or Long-Term Effects

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Designated Historic Properties – Historic Districts (HDs)		
National Mall HD (DC)	<p>Physical Effects: A portion of the Long Bridge Corridor extends through the National Mall HD. For Action Alternative A, the limits of disturbance would be approximately 6.9 acres within the HD. Despite this, there are no identified contributing features within the railroad corridor. Therefore, <u>no direct adverse effect</u> would result under this alternative.</p>	<p>Physical Effects: A portion of the Long Bridge Corridor extends through the National Mall HD. For Action Alternative B, the limits of disturbance would be approximately 7.1 acres within the HD. Despite this, there are no identified contributing features within the railroad corridor. Therefore, <u>no direct adverse effect</u> would result under this alternative.</p>
	<p>Visual Effects: NRHP and Cultural Landscape documentation identify no significant views within this portion of the HD. Therefore, <u>no indirect adverse effect</u> from changes to historic views and viewsheds would result under this alternative.</p>	<p>Visual Effects: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no indirect adverse effect</u> from changes to historic views and viewsheds would result under this alternative.</p>
	<p>Noise and Vibration: The National Mall is located within the Noise and Vibration Study Area. Several receptor locations within the HD were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. None of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effects</u> from permanent operational changes</p>	<p>Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effects</u> from permanent operational changes to noise or vibration would result under this alternative.</p>

references neither structure. However, VDHR has recommended that the component railroad bridge to be contributing to the GWMP Historic District. Additionally, because the Long Bridge was extant during the period of significance of the GWMP (1930-1966), it forms a contributing part of the GWMP historic setting.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	to noise or vibration would resulting under this alternative.	
Rock Creek and Potomac Parkway (RCPP) HD (DC)	<p>Physical Effects: The RCPP is located outside of the limits of disturbance. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The RCPP Potomac Waterfront Section cultural landscape report cites the sweeping, panoramic view of the Potomac River shoreline as being contributing to the historic district. Views south from the RCPP to the Project Area are currently impeded by the Roosevelt Bridge. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: The RCPP is located outside of the noise and vibration study area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
George Washington Memorial Parkway (GWMP) HD (DC/VA)	<p>Physical Effects: Under Action Alternative A, the limits of disturbance would be approximately 0.9 acres of the GWMP. In addition to the infringement on undeveloped parkland, construction of a new railroad bridge would necessitate the removal of contributing vegetation, especially mature trees that date to the 1932 planting plan of GWMP, which were intended to visually screen the railroad bridge from the motorway. Loss of these trees would diminish the integrity of design, materials (specifically, the contributing vegetation), and feeling of the GWMP, creating a <u>direct adverse effect</u>.</p> <p>Visual Effects: The existing, non-contributing bridges along this portion of the GWMP have compromised its integrity of feeling, association, and setting. The addition of a new bridge within this existing cluster of structures has no potential to further diminish these aspects of the Parkway's integrity. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under this alternative. See Figures 4-4, 4-5, and 4-6 Error! Reference source not found. for illustrations of these changes.</p> <p>Although the introduction of a new railroad bridge structure above the Potomac River would alter views along the shoreline facing north toward the Monumental Core or south to Hains Point, the findings of the viewshed analysis indicates that these are insufficient to</p>	<p>Physical Effects: Impacts described under Action Alternative A would be similar under Action Alternative B, although intensified in a result of a second new railroad bridge construction. The expanded limits of disturbance would be approximately 1.6 acres. Action Alternative B also proposes the replacement of the existing component railroad bridge spanning above the GWMP, which has been recommended by VDHR as a contributing resource to the GWMP, resulting in a <u>direct adverse effect</u>.</p> <p>Visual Effects: For views along the Parkway, the effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under this alternative. See Figure 4-4 for illustrations of these changes.</p> <p>Action Alternative B replaces the existing Long Bridge. This structure and its central through truss span form a significant visual component of the GWMP when traveling north and south along the MVT. In this location, removing this visual element would diminish the integrity of setting and association of the HD, resulting in an <u>indirect adverse effect</u>. See Figures 4-7 and 4-8Error! Reference source not found. for illustrations of these changes.</p>

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>diminish any aspect of the integrity of the GWMP.¹⁴ There would be <u>no indirect adverse effect</u>.</p> <p>Noise and Vibration: A portion of the GWMP is located within the Noise and Vibration Study Area. Vibration analysis has indicated that there would be <u>no adverse effect</u> resulting from increased operational vibration.</p> <p>Noise analysis has indicated that the increase in noise resulting from permanent operational changes would be moderate (that is, perceptible to general users). However, several factors minimize this perceived change, including the existing high degree of ambient noise along the GWMP (generally resulting from automobile traffic along the GWMP and surrounding roads), the relatively infrequent occurrence of train traffic relative to automobile traffic, and the HD's primary use for active recreation. For these reasons, the change in operational noise would not be sufficient to diminish the integrity of setting, feeling, and association of the property. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>	<p>Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>
MVMH HD (DC/VA) ¹⁵	<p>Effects to the MVMH would be similar and additive to those described above affecting the GWMP, under both Action Alternatives. Both Action Alternatives would create <u>direct adverse effects</u> on the MVMH. The limits of disturbance for Action Alternative A encompass approximately 0.9 acres of the HD.</p>	<p>Effects to the MVMH would be similar and additive to those described above affecting the GWMP, under both Action Alternatives. Both Action Alternatives would create <u>direct adverse effects</u> on the MVMH. The limits of disturbance for Action Alternative B encompass approximately 1.6 acres of the HD.</p> <p>Action Alternative B would also create <u>indirect adverse effects</u> on the MVMH.</p>

¹⁴ The Monumental Core represents the central concentration of the Federal presence in the nation's capital. It is comprised of the National Mall, East and West Potomac Parks, the Federal Triangle, the Northwest Rectangle, and Southwest Federal Center.

¹⁵ The railroad bridge spanning the roadway is described in the NRHP nomination for the MVMH, but it is unclear from the existing NRHP documentation if this structure is classified as a contributing resource. It has been assumed to be contributing for the purposes of this assessment.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Plan of the City of Washington HD (DC)	<p>Physical Effects: A portion of the Long Bridge Corridor extends through the Plan of the City of Washington HD. Because the Project proposes no alterations to the contributing streets and reservations, there would be <u>no direct adverse effect</u> under either Action Alternative.</p> <p>Visual Effects: The Project proposes no changes to the contributing views and vistas of the HD. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: A portion of the Plan of the City of Washington is located within the Noise and Vibration Study Area. Vibration analysis has indicated that there would be <u>no adverse effect</u> to contributing components of the Plan of the City of Washington resulting from increased operational vibration.</p> <p>Noise analysis has indicated that the increase in noise resulting from permanent operational changes would be moderate (that is, perceptible to general users) for certain areas along the Long Bridge Corridor that are located within the boundaries of the Plan of the City of Washington. However, several factors minimize this perceived change, including the existing high degree of ambient noise within the SW Quadrant street grid and the lack of sensitive land uses (such as areas of passive recreation). For these reasons, the change in operational noise would not be sufficient to diminish the integrity of setting, feeling, and association of the property. Therefore, <u>no adverse effect</u> from noise would result under either Action Alternative.</p>	
East and West Potomac Parks HD (DC)	<p>Physical Effects: Under Action Alternative A, the LOD encompass approximately 5.6 acres within East Potomac Park. In addition to the infringement on undeveloped parkland, construction of a new railroad bridge would necessitate the removal of up to four contributing Japanese Cherry Trees along the perimeter of East Potomac Park, in addition to other mature vegetation. Loss of these features would diminish the integrity of design, materials (specifically, the trees themselves), and feeling of the park, creating a <u>direct adverse effect</u>.</p> <p>Visual Effects: Addition of a new bridge would obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of this contributing structure and resulting in an <u>indirect adverse effect</u>. Otherwise, viewshed simulations have indicated that Action Alternative A has no potential to impact contributing views, particularly those around the perimeter of East Potomac Park, including those facing toward the Monumental Core and views up and down the Potomac River toward Virginia. See Figures 4-9, 4-10, and 4-11 for illustrations of these changes.</p>	<p>Physical Effects: Action Alternative B proposes the removal of the existing Long Bridge to construct a new railroad bridge in its location. The Long Bridge (Potomac Railroad Bridge) is a contributing element of the HD. Removing it would diminish the integrity of design, feeling, association, and materials of the HD, creating a <u>direct adverse effect</u>. Additionally, as described under Action Alternative A, removal of the contributing Japanese Cherry Trees and other mature vegetation would result in a <u>direct adverse effect</u>. This effect would be intensified because of a second new railroad bridge construction, necessitating the removal of up to seven contributing cherry trees, and the expansion of the LOD to approximately 5.8 acres.</p> <p>Visual Effects: The existing Long Bridge, with its central through truss span, is a contributing visual element to the HD. Removing it would diminish the integrity of setting, feeling, and association of the HD, creating an <u>indirect adverse effect</u>. The other indirect adverse effects described under</p>

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Noise and Vibration: A portion of East Potomac Park is located within the Noise and Vibration Study Area. Several receptor locations within the HD were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. None of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>	<p>Action Alternative A would be similar under Action Alternative B.</p> <p>Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>
Fort Leslie J. McNair Historic District (The Old Arsenal) HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; however, based on the siting of the HD and its relatively open shoreline, this analysis finds that contributing views would include the views of the Potomac River and the District around the perimeter of the site. The Project has no potential to alter or impede these views. The Project also has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Washington Monument and Grounds HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP and cultural landscape documentation for this property references the multiple significant views and vistas that contribute to the significance of the Monument and its surrounding landscape. Relevant to the Project, this includes views from the top of the Monument to the surrounding cityscape and beyond. Although both Action Alternatives would be visible from the Monument viewing platform, the perceptible changes would be miniscule in relation to the degree and expansive nature of the contextual changes resulting from decades of contemporary development. The Project Area is also located beyond the main focal points in the Monumental Core that the viewing platform provides, such as to the Capitol and White House, and would not obstruct these views. For these reasons, neither Action Alternative has the potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington House HD (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Visual Effects: The NRHP documentation for this property references the dramatic, panoramic views of the District afforded by the house’s prominent siting. Viewshed simulations prepared for this property indicate that the Action Alternatives would be minimally visible and have no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative. See Figure 4-2 Error! Reference source not found.for illustrations of these changes.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington National Cemetery HD (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property repeatedly references the panoramic views toward the District. Viewshed simulations prepared for this property indicate that the Action Alternatives would be minimally visible and have no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative. See Figure 4-3 Error! Reference source not found.for illustrations of these changes.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
St. Elizabeths Hospital HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NHL and cultural landscape documentation for this property reference the panoramic views of the District and Alexandria, which contribute to the significance of the therapeutic landscape at St. Elizabeths. Although the existing Long Bridge has limited visibility from parts of the landscape, in consideration of the great distance between the two sites, there is no potential to impede or alter these panoramic views under both Action Alternatives and no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Designated Historic Properties – Individual Historic Properties		
Thomas Jefferson Memorial (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; however, in consideration of the siting and design of the Memorial, this analysis finds that they would include the vistas of the Tidal Basin and reciprocal views between the Memorial and White House. Because the Long Bridge Corridor is not visible from the Memorial due to substantial groupings of mature vegetation around the southeastern edge of the Memorial site and the adjacent elevated roadways, the project has no potential to alter or impede these views or to diminish the property’s integrity of setting, feeling, or association.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. <u>No indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
Central Heating Plant (DC)	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
USDA Cotton Annex (DC)	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey.	
HUD Building (Robert C. Weaver Federal Building) (DC)		

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
USDA South Building (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. <u>No indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Bureau of Engraving and Printing (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Auditor's Building Complex (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington Memorial Bridge (and related features) (DC/VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. However, based on the bridge's design and urban context, this analysis finds that they include reciprocal views between Arlington National Cemetery and the Lincoln Memorial and the panoramic vistas along the Potomac River. The latter have been interrupted over time by the Roosevelt Bridge and 14th Street-Metrorail complex of bridges. Due to the Project's location relative to the Memorial Bridge and the obstructions listed above, it has no potential to impede contributing views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Titanic Memorial (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The memorial was moved to its existing location in 1968 and does not retain integrity of location or setting. The NRHP documentation for the property (prepared in 2006) described the new site as much less successful and appropriate for the memorial than was its original site. Despite this fact, the memorial has retained its general context and siting in proximity to a body of water. Neither Action Alternative has any potential to alter this context, and therefore no potential to further diminish the property's integrity of setting, location, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lunch Room Building and	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Oyster Shucking Shed (DC)	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Cuban Friendship Urn (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The urn was moved to its existing location in 1997 and does not retain integrity of location or setting. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Theodore Roosevelt Island National Memorial (Analoatan Island) (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. In consideration of the period of significance of the property and the failed attempts to develop planned viewing platforms, this analysis identifies no significant views in the direction of the Long Bridge Corridor.¹⁶ Therefore, the project has no potential to alter contributing views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lyndon B. Johnson	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

¹⁶ During the 1930s, a viewing platform at the south end of the island was planned, allowing views facing south and east toward the Lincoln Memorial and generally toward the Potomac River and Long Bridge beyond. These plans were scrapped during the construction of the Roosevelt Bridge in the 1960s. During much of the nineteenth and twentieth centuries, the Potomac River shorelines along Georgetown and Foggy Bottom were industrial in character, and these views from Roosevelt Island were considered undesirable and contrary to its natural character.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Memorial Grove (DC/VA)	<p>Visual Effects: The NRHP documentation identifies significant views from the property to the Monumental Core of the District. Because the Long Bridge Corridor extends to the southeast of the Grove and is not visible from within the property, the Project it has no potential to alter or impede these views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lincoln Memorial (Statue of Lincoln) (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP and cultural landscape documentation for this property notes the importance of the West Potomac Park setting to the design of the Lincoln Memorial, including the panoramic views of the Potomac River and Mall its site afforded. Maturing vegetation in addition to several modern bridges has since obscured these views to the south, southeast, and northeast. In consideration of these existing conditions and the far distance between the Lincoln Memorial and the Long Bridge Corridor, both Action Alternatives would result in <u>no indirect adverse effect</u> on the property.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington Ridge Park (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies the park and contributing Netherlands Carillon as a significant western backdrop for the National Mall and West Potomac Park. However, the Netherlands Carillon was not intended to serve as a public viewing platform and views from it do not contribute to the significance of the property. The Long Bridge Corridor is not visible from the property at ground level, and therefore the Project has no potential to affect contributing views or viewsheds or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Old Post Office (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The existing viewing platform was created after the property's period of significance and does not contribute to its significance. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Therefore, the Project has no potential to affect contributing views or viewsheds or to diminish the property's integrity of setting, feeling, or</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
The Pentagon (VA)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; However, the landmark boundaries extend to include the plaza facing the Potomac River, so this analysis finds that the related views of the District’s Monumental Core and Potomac River are important to the character of the property. Although the existing Long Bridge is minimally visible from this plaza, given the relationship of the Long Bridge Corridor to the southeast of this viewshed, there is no potential to impede views under either Action Alternative. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Properties Determined Eligible		
Bureau of Engraving and Printing Annex (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Federal Office Building 10A (Orville Wright Building) (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect</u>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<u>adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Benjamin Banneker Park/Overlook; Tenth Street Overlook (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The cultural landscape and DOE documentation for this property identifies significant views facing south and east overlooking the cityscape below and Potomac River and Washington Channel beyond. This documentation also notes that potential views toward the Tidal Basin and Jefferson Memorial were obscured by the 14 th Street Bridges at the time of the Overlook's construction. Due to the Project's location relative to the Overlook, it has no potential to impede extant contributing views toward the Potomac River or cityscape below. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Richmond, Fredericksburg and Potomac (RF&P) Railroad HD (VA)	Physical Effects: The Project proposes alterations to the RF&P Railroad at its eastern terminus to accommodate the additional two tracks and link these tracks to the new bridge proposed under each Action Alternative. Despite this change, the HD would continue its use as a railroad corridor, and the primary components of its operation and design would remain intact, both within this section and along the remainder of its approximately 110-mile length between the Potomac River and Richmond. For these reasons, the property would retain its integrity of design, materials, feeling, location, workmanship, association, and setting. Therefore, the Action Alternatives would result in <u>no adverse effect</u> .	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds and this analysis has identified none further. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Because the property's significance is directly related to its historic and current use as a railroad corridor, a moderate (that is, perceptible but not severe) increase in noise in vibration would not indirectly diminish its integrity. The permanent changes in operational vibration would not exceed FTA thresholds for vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Washington Marina Building (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
L'Enfant Promenade (DC)	<p>Physical Effects: The L'Enfant (10th Street) Promenade extends directly above the Long Bridge Corridor. However, the Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lady Bird Johnson Park (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE and cultural landscape documentation for this property identifies multiple views and vistas that contribute to the significance of the island that comprises Lady Bird Johnson Park. Relevant to the Long Bridge Project, this includes panoramic views of vehicles traveling along the MVMH and GWMP and general internal views north and south along the island. Field survey conducted along the motorway has indicated that the existing Long Bridge is nearly imperceptible when travelling along the motorway and not at all visible from the interior of the island. This is due to the angle of visibility, the extent of mature vegetation, and the visual obstructions caused by the Memorial and 14th Street-Metrorail</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	Bridges. For this reason, the Project has no potential to impact contributing views or viewsheds. No <u>indirect adverse effect</u> would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
John F. Kennedy Center for the Performing Arts (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. However, in consideration of the design and siting of the Kennedy Center, this analysis has identified the panoramic views of the Potomac River and environs as being contributing to the significance of this property. Field survey has indicated that the existing Long Bridge is minimally visible from the upper terrace of the property, but these views are diminished by the far distance and intervening obstructions, notably the 14th Street and Metrorail bridges. For this reason, the Project has no potential to alter or impede contributing views. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Liberty Loan Federal Building (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Properties at or Greater than 45 Years of Age		
Astral Building (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
Comsat Building (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
Loew's L'Enfant Plaza Hotel (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
USPS Building (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	

4.5. Cumulative Effects

As previously stated, the Long Bridge Project is exploring the potential for a bike and pedestrian connection that follows the trajectory of Long Bridge. This potential connection (Option 2) could constitute a cumulative effect as a result of the Long Bridge Project. An evaluation of these effects is described in **Table 4-3** below. The evaluation is organized by classifications of historic properties as described previously. For properties not included in this list, no adverse effects are anticipated.

Table 4-3 | Cumulative Effects – Bike-Pedestrian Crossing Option

Property	Option 2 – Independent Bridge
Designated Historic Properties – Historic Districts (HD)	
GWMP HD (DC/VA)	The LOD for Option 2 would encompass approximately 0.7 acres of the HD.
	In addition to the infringement on undeveloped parkland, construction of a possible bike-pedestrian crossing and access ramp has the potential to remove contributing vegetation, especially mature trees that date to the 1932 planting plan of the parkway, which were intended to visually screen the railroad bridge from the motorway. This would result in a direct adverse effect .
	The existing, non-contributing bridges along this portion of the GWMP have compromised its integrity of feeling, association, and setting. The addition of a potential bike-pedestrian bridge within this existing cluster of structures has no potential to further diminish these aspects of the GWMP’s integrity. Therefore, no indirect adverse effects from changes to historic views and viewsheds would result under this alternative.
MVMH HD (DC/VA)	Effects to the MVMH would be similar and additive to those described above affecting the GWMP. Option 2 would create direct adverse effects on the MVMH. Under Option 2, the LOD would encompass approximately 0.6 acres of the HD.
East and West Potomac Parks HD (DC)	Construction of a bike-pedestrian crossing and access ramp would necessitate the removal of up to two contributing Japanese Cherry Trees along the perimeter of East Potomac Park in addition to other mature vegetation. This would result in a direct adverse effect . The LOD for Option 2 would encompass approximately 0.3 acres of the HD.
	The ramp crossing and access ramp also have the potential to obstruct views of the existing Long Bridge from the north. This obstruction would diminish the visual integrity of the HD and would create an indirect adverse effect .

4.6. Temporary Effects

The two Action Alternatives for the Project can be feasibly constructed. However, the proposed new bridge structures and other infrastructure along the Long Bridge Corridor combined with site constraints present challenges for contractor access and staging, material transportation, and completing site work. For both Action Alternatives, it is anticipated that construction materials and equipment would be transported via trucks as well as barging up the Potomac River. Materials and equipment transported via river would be unloaded onto temporary bulkheads constructed within the Potomac River on the NPS-administered parkland on either side of the river in both the District and Virginia.

Although no specific construction start date or schedule has been determined, it is projected that Action Alternative A (Preferred Alternative) construction would last approximately 60 months. Under Action Alternative B, this schedule extends to approximately 99 months, which includes phasing the bridges over the Potomac River where the new upstream bridge is constructed and put into service before demolition can begin on the existing Long Bridge. The new downstream bridge would then be constructed in the same location as the existing Long Bridge. Apart from the new Potomac River bridge(s) proposed under each Action Alternative, construction activities would primarily include track construction throughout the Long Bridge Corridor, associated bridge construction at abutments and piers, construction of embankments and retaining walls, and bridge superstructure construction.

An evaluation of temporary direct and indirect adverse effects resulting from visual and physical changes are described in **Table 4-4**. Temporary impacts under Action Alternative B would be similar to those described for Action Alternative A (Preferred Alternative) except that the estimated duration of construction would be approximately 99 months due to the replacement of the existing Long Bridge and component railroad bridge that crosses the GWMP.

Table 4-4 | Temporary Effect Assessment Resulting from Visual and Physical Changes

Property	Effect Determination
Designated Historic Properties – Historic Districts (HD)	
National Mall HD (DC)	<p>Construction activities for both Action Alternatives would require temporary use of, and access to, various areas of East Potomac Park that form a part of the National Mall HD. Both NPS Parking Lot B and NPS Parking Lot C would be closed during construction and used for construction staging and access. These parking lots are located within, but do not contribute to, the National Mall HD. Temporary construction access and staging areas would also be required for areas between the DOD Facility and I-395 North lanes, both east and west of the CSXT tracks.</p> <p>Use of these areas for construction access and staging would temporarily diminish the integrity of setting, feeling, and association of the National Mall Historic District and would constitute a temporary indirect adverse effect on this property.</p>
GWMP HD (DC/VA)	<p>Construction of both Action Alternatives would require the temporary use of land along the GWMP and MVT to support construction activities. Construction staging and access areas would be located at the GWMP crossing in the median of the roadway as well as west and east of the crossing. Construction would require temporary relocation of a portion of the MVT for public safety and to allow construction access and staging along the water.</p>

Property	Effect Determination
	Temporary effects in this area would last over 4 years and would diminish the integrity of feeling, association, and setting of the GWMP through both construction staging and trail relocation. This would constitute a temporary direct and indirect adverse effect on this property.
MVMH HD (DC/VA)	Under both Action Alternatives, impacts to the MVMH would be similar and additive to those described above affecting the GWMP. Temporary effects in this area would last over four years and would diminish the integrity of feeling, association, and setting of the GWMP through both construction staging and trail relocation. This would constitute a temporary direct and indirect adverse effect on this property.
East and West Potomac Parks HD (DC)	<p>Construction activities for both Action Alternatives would require temporary use of, and access to, various areas of East Potomac Park. Both NPS Parking Lot B and NPS Parking Lot C would be closed during construction and used for construction staging and access. These parking lots are located within, but do not contribute to, the historic district. It is anticipated that one of these staging locations would be the site of a temporary concrete plant during construction.</p> <p>Temporary construction access and staging areas would also be required for areas between the DOD Facility and I-395 North lanes, both east and west of the CSXT tracks near the WMATA portal. Finally, access would be required in a section along the southern bank of the Washington Channel, in close proximity the U.S. Engineer’s Storehouse, which is a contributing building to the historic district. The Storehouse is located approximately 200 feet from the Long Bridge Corridor.</p> <p>Temporary effects in this area would last over 4 years and would diminish the integrity of feeling, association, and setting of the East Potomac Park through construction staging. This would constitute a temporary indirect adverse effect on this property.</p>

The information presented in **Table 4-5** below summarizes where temporary adverse effects resulting from increased noise are anticipated under both Action Alternatives (vibration caused from temporary constructed activities were not found to exceed FTA thresholds at any of the receptor locations). This list was derived from the noise and vibration analysis, which considers various factors (type of construction activity, distance of this activity from the historic property, and construction noise level) in determining if construction noise would exceed FTA threshold criteria. In some cases, an approximate range of construction noise levels has been included.

Construction noise was evaluated according to the District noise ordinance and Arlington County Noise Control Code, Chapter 15.¹⁷ The District imposes a noise ordinance prohibiting construction sound levels above 80 dBA (except for pile driving) measured 25 feet from the outermost limits of the site between 7:00 AM and 7:00 PM unless a variance is granted. For this reason, it is very likely that construction noise within the District exceeding 80 dBA (also the FTA threshold) would be reduced to comply with the ordinance. Therefore, *the effects for properties located in the District have been listed below as potential*

¹⁷ DC Municipal Regulations Chapters 20–27; Arlington County. Arlington County Code: Chapter 15, Noise Control Ordinance. Accessed from <https://countyboard.arlingtonva.us/wp-content/uploads/sites/22/2016/04/Chapter-15-NOISE-CONTROL.pdf>. Accessed May 1, 2018.

effects. It is very likely these effects could be fully avoided through appropriate construction management procedures.

The Arlington County noise ordinance allows construction activity to produce sound no greater than 70 dBA in manufacturing zones, 65 dBA in commercial zones, and 55 dBA in residential and special-purpose zones during nighttime hours. The Arlington County noise ordinance does not limit daytime construction noise (7:00 AM to 9:00 PM on weekdays and 10:00 AM to 9:00 PM on weekends and legal holidays). The GWMP and MVMH historic districts, including the MVT, are located in a special-purpose zone S-3A, which imposes a 55-dBA nighttime construction noise limit.

Table 4-5 | Temporary Effect Assessment Resulting from Noise

Historic Property ¹⁸	Construction Noise Level (dBA)*	Noise Threshold (dBA)*	Exceeds Criteria	Potential for Effect
National Mall HD	61.1-68.9	80	No	None
GWMP HD	81.5-83.4	55	Yes	Potential to diminish the integrity of setting, feeling, and association of the HD
MVMH HD	81.5-83.4	55	Yes	Potential to diminish the integrity of setting, feeling, and association of the HD
Plan of the City of Washington HD	61.1-87.3	80	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
East and West Potomac Parks HD	61.1-84.7	80	Yes	Potential to adversely affect contributing buildings within HD, especially the U.S. Engineer's Storehouse adjacent to the Washington Channel and Long Bridge Corridor
Thomas Jefferson Memorial	61.1	80	No	None
Central Heating Plant	72.3-73.2	80	No	None
USDA Cotton Annex	72.3-73.2	80	No	None
HUD Building	70.8-77.1	80	No	None
USDA South Building	63.9-68.6	80	No	None
Bureau of Engraving and Printing	63.9-68.6	80	No	None
Cuban Friendship Urn	61.9-68.9	80	No	None
Bureau of Engraving and Printing Annex	63.9-68.6	80	No	None
Federal Office Building 10A	70.8-77.1	80	No	None

¹⁸ Because not every historic property within the Noise and Vibration Study Area was utilized as a receptor location, this table extrapolates data using the closest available receptor.

Historic Property¹⁸	Construction Noise Level (dBA)*	Noise Threshold (dBA)*	Exceeds Criteria	Potential for Effect
Richmond, Fredericksburg and Potomac Railroad HD	81.5-83.4	70	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
Washington Marina Building	70.8-77.1	80	No	None
L'Enfant Promenade	67.7-81.8	80	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
Liberty Loan Federal Building	63.9-68.6	80	No	None
Astral Building	72.3-73.2	80	No	None
Comsat Building	72.3-73.2	80	No	None
Loew's L'Enfant Plaza Hotel	72.3-73.2	80	No	None
USPS Building	72.3-73.2	80	No	None

* dBA is a method of measuring units of sound (decibels) that have been weighted to account for relative loudness as perceived by the human ear.

5.0 Resolution of Effects

5.1. Avoidance and Minimization Measures

Throughout the Project, FRA and DDOT, in consultation with DC SHPO, VDHR, and the Consulting Parties, have identified measures to avoid or minimize potential adverse effects on historic properties, including those resulting from temporary construction activities. The following measures have been adopted to date to avoid or minimize anticipated effects:

- Action Alternative A (Preferred Alternative) retains the existing Long Bridge, which is a contributing element to the East and West Potomac Parks Historic District. Action Alternative A also retains the existing component railroad bridge that carries the Long Bridge above the GWMP, which is a contributing element to the GWMP Historic District. In comments following the 4th Consulting Parties meeting, DC SHPO, VHHR, and other Consulting Parties indicated a preference for Action Alternative A, which has fewer and less intense adverse effects on historic properties than Action Alternative B.
- Alternatives that considered the construction of a new railroad bridge and associated railroad infrastructure outside of the existing Long Bridge Corridor were dismissed from further consideration. This avoids potential effects generated by expanding the scope and constructing the project within a significantly larger geographic area.
- The new railroad bridge would be designed with a vertical clearance, visual appearance of the structural system, and alignment that closely references that of the existing Long Bridge as well as of the adjacent 14th Street-Metrorail bridge complex. This design approach avoids potential adverse visual effects that could have been caused by a less compatible type of new bridge structure, including a signature span bridge. In comments following the 4th Consulting Parties meeting, DC SHPO requested that the new bridge design be compatible with the existing Long Bridge. Further, DC SHPO indicated a preference for a through plate girder bridge type to create a consistent aesthetic for the railroad bridges and distinguish them from the Metrorail bridge.
- As recommended by NPS, any new component bridges or other structures introduced into NPS-administered properties would be designed and aesthetically treated to be compatible with the character of existing resources. This minimizes the potential adverse effect of introducing new features into the historic districts. For example, within the GWMP and MVMH historic districts, new bridge piers could be clad with stone to match the piers of the existing railroad bridge. To the extent possible, trees and other vegetation could be introduced to partially mitigate the loss of mature vegetation and to visually screen new bridge structures.
- The bicycle-pedestrian crossing option (Option 2) closely parallels the Long Bridge Corridor upstream of the existing Long Bridge. This minimizes potential adverse physical and visual effects with longer or more geographically dispersed crossing options. As the design of this crossing option advances, consultation will continue on the alignment and aesthetics of the bridge to avoid and minimize adverse effects. In comments following the 4th Consulting Parties meeting, DC SHPO, VDHR, and other Consulting Parties indicated a preference for Option 2. This

option has a smaller footprint and less intense adverse effects on historic properties than Option 1B¹⁹.

- Temporary effects resulting from noise and vibration could be avoided or minimized using a variety of construction management techniques. Visual effects can be minimized by providing appropriate screening between construction staging areas and cultural resources, limiting the size of construction staging areas, and locating them away from sensitive views and viewsheds. In the District, compliance with construction noise ordinances would fully avoid most temporary effects otherwise resulting from construction noise.
- For construction access and staging activities, potential effects on archaeological resources can be minimized or avoided by locating these activities away from areas of high archaeological potential or within sites that are paved or have been previously disturbed.

5.2. Effects Summary

After incorporating the avoidance and minimization measures, **Table 5-1** below provides a summary of determinations for historic properties where adverse effects were unavoidable.

Table 5-1 | Summary of Adverse Effects Determination

Historic Property	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall HD (DC)	No adverse effect	No adverse effect	No adverse effect	Indirect adverse effect
GWMP HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
MVMH HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
East and West Potomac Parks HD (DC)	Direct and indirect adverse effect	Direct and indirect adverse effect	Direct adverse and indirect effect	Direct and indirect adverse effect

5.3. Mitigation Measures and Next Steps

In comments following the 4th Consulting Parties meeting, DC SHPO, VDHR, and other Consulting Parties provided suggestions for potential mitigation strategies. These include the following categories:

- **Interpretation:** Development of physical or digital interpretive materials to document the history of the Long Bridge Corridor and its adjacent historic properties.
- **Vegetation Restoration:** Restoration of mature vegetation removed during project implementation, in accordance with NRHP and cultural landscape documentation where available, in addition to the removal of invasive vegetation.
- **Cultural Landscape Documentation:** Development of cultural landscape inventories or reports for affected landscapes adjacent to the railroad corridor.

¹⁹ FRA and DDOT assessed the effects of Option 1B, and presented those findings to SHPOs and Consulting Parties in the Draft Assessment of Effects Report and at the 4th Consulting Parties Meeting.

- **Physical Rehabilitation:** Rehabilitation and repair of railroad infrastructure in the District or contributing resources within East and West Potomac Parks Historic District.
- **Archaeological Investigation:** Continuation of phased archaeological investigation, including underwater archaeology.
- **Viewshed Protection:** Creation and implementation of a viewshed protection plan for GWMP and MVMH in the vicinity of the railroad corridor.

The Section 106 consultation process is ongoing. FRA and DDOT will continue to consult with DC SHPO, VDHR, and the Consulting Parties to identify ways to minimize and mitigate adverse effects on these historic properties. FRA will also notify the Advisory Council of Historic Preservation notice of the adverse effect determination for the Project and provide the Council an opportunity to comment. A Section 106 agreement document (Programmatic Agreement or Memorandum of Agreement) will identify minimization and mitigation measures and describe any consultation that would continue through the design and construction processes.

Appendix A:

Area of Potential Effects and Historic Properties Technical Report



Long Bridge Project

Environmental Impact Statement

Area of Potential Effects and Historic Properties Technical Report

February 23, 2018

Long Bridge Project

Area of Potential Effects and Historic Properties

Technical Report

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1.0 Introduction

The Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) are concurrently preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA), and an assessment of effects on historic properties per Section 106 of the National Historic Preservation Act (NHPA) for the Long Bridge Project (the Project). The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia, and the L'Enfant (LE) Interlocking near 10th Street SW in the District (the Long Bridge Corridor). The Long Bridge Corridor is shown in Figure 1-1.

The purpose of the Proposed Action is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

Although not part of the Proposed Action's Purpose and Need, the Project will explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network. The feasibility of this opportunity will be assessed as the Project progresses and will consider whether a crossing can be designed to be consistent with railroad operator plans and pursuant to railroad safety practices. Future efforts to accommodate connections to the pedestrian and bicycle network may be advanced as part of the Project, or as part of a separate project(s) sponsored by independent entities.

This report outlines the methodology for delineating and refining the Area of Potential Effects (APE) in accordance with Section 106 of the NHPA (54 U.S.C. § 300101 *et seq.*)¹ and its implementing regulations (36 CFR Part 800) for the Project.²

This report includes the following:

1. A description of the methodology used to delineate the APE;
2. Results of the field survey completed to inform APE development; and
3. An identification of historic properties as well as properties at or greater than 45 years of age that may be affected by the Long Bridge Project.

¹ 54 USC 300101, National Park Service and Related Programs, National Preservation Programs, Division A-Historic Preservation
[http://uscode.house.gov/view.xhtml?req=\(title:54%20section:300101%20edition:prelim\)](http://uscode.house.gov/view.xhtml?req=(title:54%20section:300101%20edition:prelim))

² 36 CFR Part 800, Protection of Historic Properties, <http://www.achp.gov/regs-rev04.pdf>.

Figure 1-1 | Long Bridge Project Area Limits



2.0 APE Methodology

2.1. Section 106 and Virginia Department of Historic Resources (VDHR) Guidance

The Section 106 regulations define an APE as, "...the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16[d])¹. The APE is defined to allow for the evaluation of potential effects to historic properties resulting from an undertaking. According to the steps prescribed by the Section 106 regulations, the APE must be defined before the identification of historic properties and evaluation of potential effects occurs. Types of effects on historic properties may include:

- Direct (such as physical destruction, damage, relocation, or alteration of a property);
- Indirect (such as introduction of visual, atmospheric, or audible elements that diminish the integrity of a property's significant historic features);
- Temporary;
- Future; and
- Cumulative.

Adverse effects occur when an undertaking may directly or indirectly alter characteristics of a historic property that qualify it for inclusion in the National Register of Historic Places. Examples of adverse effects are stated in 36 CFR Part 800.5(a)(2). Adverse effects have the potential to occur both during the construction and operational periods of a project.

For each undertaking, the Section 106 regulations (36 CFR Part 800) require the lead Federal agency to determine an APE boundary that considers multiple types of effects on historic properties, rather than multiple APEs that address various effects. However, non-contiguous APEs may be developed to include multiple alternative project areas or multiple areas where possible effects may be reasonably anticipated. The regulations also require the lead Federal agency seek information from consulting parties and others likely to have knowledge of, or concerns with, historic properties in the area, to identify issues relating to the undertaking's potential effects on historic properties.

The VDHR provides guidance on APE development, requiring the APE to include all locations where the project will cause ground disturbance, all locations from which the project may be visible or audible, and all locations where the project may result in changes to land use, public access, traffic patterns, etc.³ The DC Historic Preservation Office (DCSHPO) does not offer comparable guidance.

2.2. Development of the APE

The APE for the Long Bridge Project was delineated to identify and document the areas from which the Project could result in ground disturbance or could be reasonably visible or audible. Assumptions for the area within which the alternatives could be located were identified based on the results of Level 1 Concept Screening presented to the public and agencies in May 2017. Level 1 Concept Screening

³ VDHR, *Defining Your Area of Potential Effects*, http://www.dhr.virginia.gov/pdf_files/Defining_Your_APE.pdf.

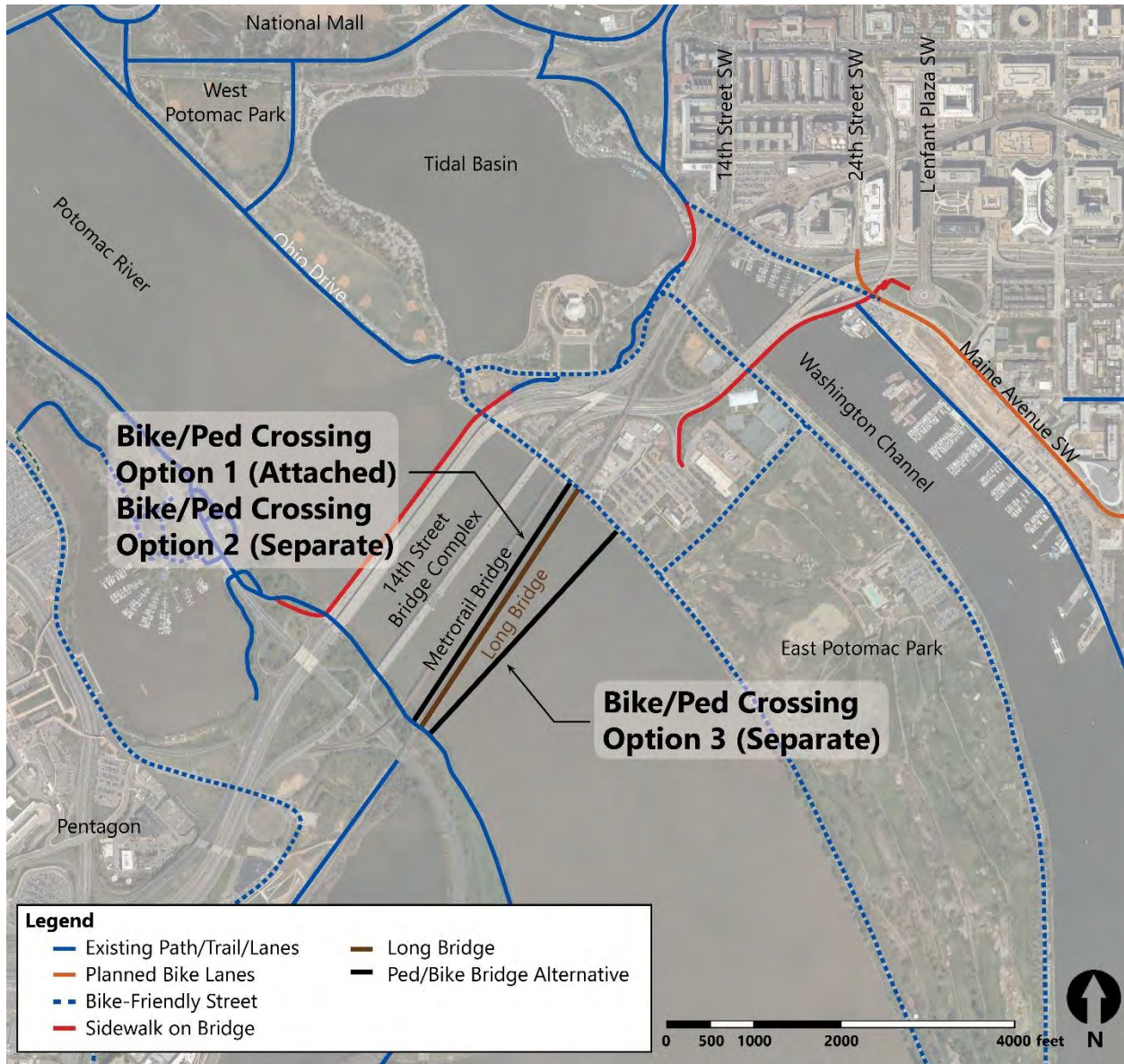
assessed preliminary concepts by their ability to meet the Project's Purpose and Need based on railroad capacity, transportation network connectivity, and railroad resiliency and redundancy. The 6 concepts found to meet Purpose and Need, as a result of Level 1 Screening were:

- 3-track crossing
- 3-track crossing with bike-pedestrian crossing
- 4-track crossing
- 4-track crossing with bike-pedestrian crossing
- 5-track crossing
- 5-track crossing with bike-pedestrian crossing

These concepts all occur within the existing Long Bridge Corridor. Only above ground crossings (bridges) were found to meet Purpose and Need because a freight tunnel could not feasibly connect to existing freight infrastructure, and a passenger-only tunnel would not improve redundancy. The concepts vary in terms of the number of tracks and whether or not a bike-pedestrian crossing is included. Because of the need for any new bridge to tie back into the existing railroad corridor (network connectivity), all concepts would be constructed within a relatively tight band either within the current Long Bridge alignment, or upstream or downstream of the current alignment. The opportunity is currently being explored to provide a bike-pedestrian connection on a new railroad bridge, or on a separated structure upstream or downstream of a railroad bridge. Upstream bike-pedestrian alignments are constrained by the Metrorail bridge, while downstream alignments would need to avoid a Department of Defense Facility in East Potomac Park, and would therefore land close to the NPS headquarters building. Therefore, the outer limits of the potential Limits of Disturbance are set by the bike-pedestrian crossing alignment options, as depicted in

Figure 2-1.

Figure 2-1 | Potential Bike-Pedestrian Crossing Alignment Options



The APE and Limits of Disturbance boundaries were mapped two dimensionally, although it was assumed that the boundaries encompass both above-ground and below-ground resources, including potential underwater and archaeological resources.

The Limits of Disturbance boundary (

Figure 2-2, black dashed line) represents the area within which the Project has the potential to directly alter an existing feature or result in ground-disturbing activities.⁴ Along the span of the existing Long Bridge and on NPS land on either side of the Potomac River, the Limits of Disturbance includes potential realignments of the existing railroad bridge in addition to potential bike and pedestrian crossings. These potential bridge alignments extend from the existing Metrorail Bridge to a distance of approximately 500 feet to the southeast. Additionally, the Limits of Disturbance extend outward from these points on the east and west banks of the Potomac, at a distance of approximately 250-300 feet, to incorporate associated bike-pedestrian access ramps on each side. Along the remainder of the Long Bridge corridor, the Limits of Disturbance includes a buffer of approximately 50' on either side of the existing corridor centerline between RO and LE Interlockings.

The APE (

Figure 2-2, red dashed line) represents areas from which atmospheric or environmental changes are possible. The methodologies used to develop the APE included:

- Digital mapping and aerial photography to guide and supplement field data;
- The impact of topographic and other vertical changes (such as buildings and viewing platforms) and their effect on potential views and viewsheds, including sightlines from various locations in and surrounding the National Mall and wider viewsheds in areas along the banks of the Potomac River; and
- Windshield-level field surveys around the Project Area to determine the visibility of the Project, based on height of the existing Long Bridge steel trestle and component bridge, abutment, and track structures.⁵

⁴ The LOD is defined as the geographic area(s) within which ground disturbance is anticipated to occur resulting from a specific project. It is developed to better understand the potential effects to archaeological resources within the APE. For the Long Bridge Project, once FRA the LOD may be refined, in consultation with SHPOs, as project engineering progresses by the size and location of bridge piers, abutments, etc. and the associated limits of ground disturbance.

⁵ Visibility of the existing Long Bridge Project area was generally used as a determinant of the delineation of the APE boundaries over potential effects resulting from sound and vibration. Sound diminishes as a function of distance at a higher rate than light. An object further away could still be seen but may not be heard; or could be heard to a small degree that would not cause adverse effects. Therefore, changes to views and viewsheds resulting from Project implementation will have the greatest potential to affect historic properties. Additionally, permanent changes in sound regularity or intensity are not anticipated; however, there may be temporary effects during construction.

The process to evaluate the affected environment for noise and vibration will include identifying noise and vibration-sensitive receptors, understanding the predominant sources of noise and vibration, and characterizing existing noise and vibration conditions through measurements and modeling. This process will be conducted concurrently with the EIS studies, and the findings will be incorporated into the delineation of the final APE and in the assessment of effects on historic properties.

Therefore, although other indirect effects (such as audial changes) have been considered, there is a lesser potential for these effects to influence the outer boundaries of the APE. At the time in the Section 106 process when adverse effects are identified, it will be necessary to use available engineering data to quantify and evaluate the potential adverse effects associated with temporary and permanent impacts resulting from the project. Temporary impacts may include construction noise and vibrations; permanent impacts may include increased railroad traffic noise and vibration.

Field survey photographs led to the identification of viewshed locations outside of the contiguous APE boundary. The field survey and photographs were used to determine visibility of the Long Bridge from specific viewshed vantage points. The selection of the viewshed sites was informed by several factors. Viewshed sites are areas from which the project area was clearly visible from a specific exterior vantage point or publicly accessible plaza or viewing platform. However, the view was sufficiently limited in these locations to not warrant expanding the APE to encompass the entirety of each site (for example, the Long Bridge was visible from Arlington House and the Tomb of the Unknown Soldier but not the entirety of Arlington Cemetery). Interiors of buildings were excluded from consideration. All viewshed sites are also historic properties, so there may be potential for impacts to these properties from the implementation of the Long Bridge Project. The viewsheds identified (

Figure 2-2) include:

- The Kennedy Center
- The Washington Monument
- The Lincoln Memorial
- St. Elizabeths West Campus
- Arlington Cemetery, Tomb of the Unknown Soldier
- Arlington House⁶
- Netherland Carillon (within Arlington Ridge Park)
- The Old Post Office Tower
- The Pentagon⁷

Future refinement of the APE will include:

- Reconsidering and adjusting the Limits of Disturbance boundary as EIS alternatives are further refined;⁸
- Incorporating future noise and vibration analysis findings; and
- Accounting for any additional feedback from DCSHPO and VDHR.

2.3. Long Bridge Section 106 Consultation

The first Section 106 consulting parties meeting for the Long Bridge Project was held on April 25, 2017 at the DDOT offices. The attendees provided preliminary guidance for the development of an APE in the context of the preliminary project concepts presented. The comments received indicated a preference for a single, comprehensive APE inclusive of all possible project alternatives (including options for potential bicycle and pedestrian access that follows the trajectory of the Long Bridge Corridor); that considers multiple types of effects (direct and indirect); and is sufficiently sized to accommodate the

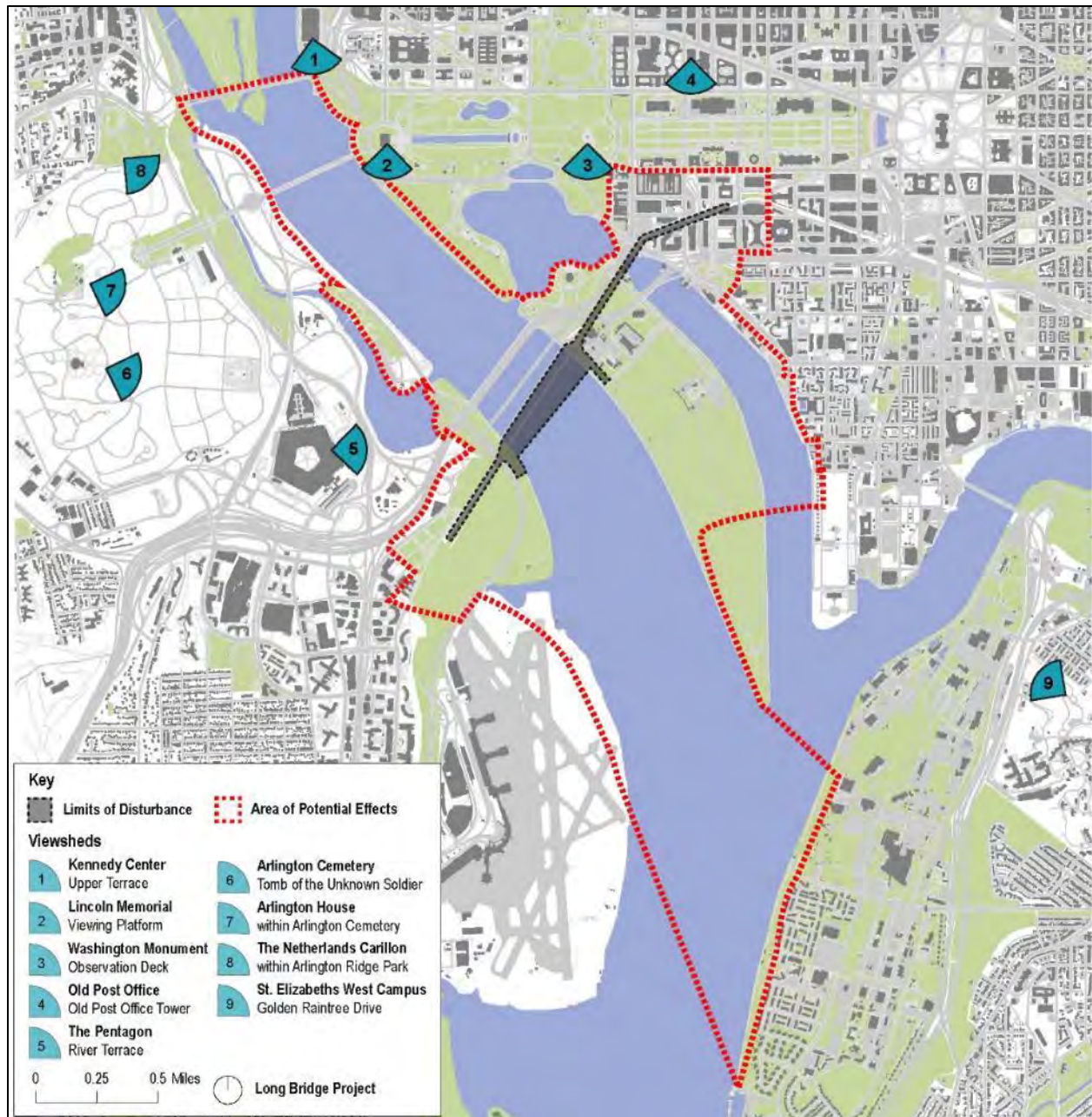
⁶ Arlington House is located within the boundaries of Arlington National Cemetery. It is not administered by Arlington Cemetery but rather separately administered by the National Park Service.

⁷ Site visits and field surveys photographs were taken from several additional viewshed points from which Long Bridge was either not visible. These sites include the Air Force Memorial, the Marine Corps War Memorial, at ground level at Arlington Ridge Park, the Washington National Airport historic terminal, and the Pentagon Metro Station.

expansive and uninterrupted views along the Potomac River to the Long Bridge Corridor. Following the meeting, FRA and DDOT provided the Consulting Parties with a comment period ending May 9, 2017.

The second Section 106 consulting parties meeting was held on November 15, 2017 at the DCSHPO office. At this meeting, FRA and DDOT presented Draft APE and Limits of Disturbance boundaries in addition to the preliminary identification of historic properties. The attendees provided comments on the historic property identification, additional viewshed sites from which the Project area is visible, potential archaeological resources, and the graphic representation of the APE. FRA and DDOT incorporated those comments into the findings of this report. Following the meeting, FRA and DDOT provided the Consulting Parties with a comment period ending December 6, 2017.

Figure 2-2 | Map of APE, Limits of Disturbance, and Viewshed Sites



2.4. Field Survey Documentation

To establish preliminary boundaries for the APE, Esri ArcGIS and Google Maps were used to identify reasonable outer extents for a potential APE boundary. These reasonable outer extents included areas

of higher elevation (from which views would be more likely); major roadways (particularly elevated highways that would have a greater potential to block views); and other urban conditions like building density, street patterns, tree coverage, and potential viewsheds.

Impacts of topographic and other vertical changes, effects on potential views and viewsheds, and sightlines were tested by visiting specific viewing locations and viewing platforms. The existence of views toward the Long Bridge and the Long Bridge Corridor were recorded in field notes and digital photography. Exteriors of buildings and sites (such as the Kennedy Center upper and lower terraces) were also visited to confirm the visibility of the Long Bridge from these points.

The windshield survey was conducted to establish the outer boundaries of the Draft APE. Ten separate field surveys (on June 30, July 3, September 14, September 15, September 19, September 22, November 6, November 28, December 1, and December 5, 2017) were conducted to test and document the visibility of the Long Bridge Project from multiple and various geographic areas. The locations of these field survey points are documented in Figure 2-3.

The field survey locations indicated in Figure 2-3 are points chosen as representative areas within the APE that illustrate visibility of the Long Bridge Corridor. These points are distributed geographically across the APE. These areas are shown in further detail with accompanying supporting maps and photographs to depict views of the Long Bridge in

Figure 2-4 through Figure 2-31. Site visits and field surveys photographs were taken from several additional viewshed points from which the Long Bridge was not visible. These sites include the Air Force Memorial, the Marine Corps War Memorial, at ground level at Arlington Ridge Park, the Washington National Airport historic terminal, and the Pentagon Metro Station.

Figure 2-3 | Map of Field Survey Locations

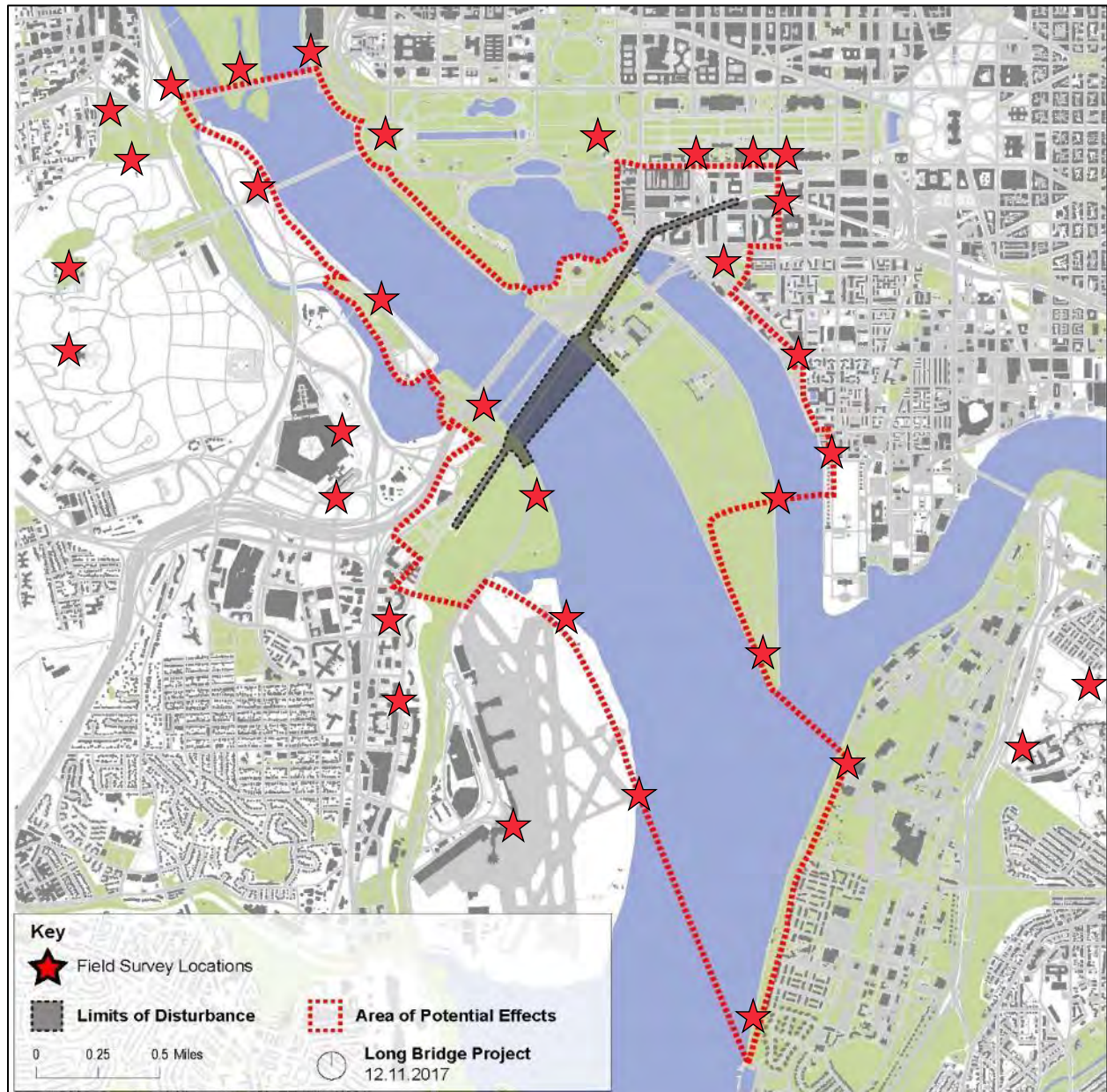


Figure 2-4 | Representative Areas within the APE That Illustrate the Visibility of the Long Bridge Corridor

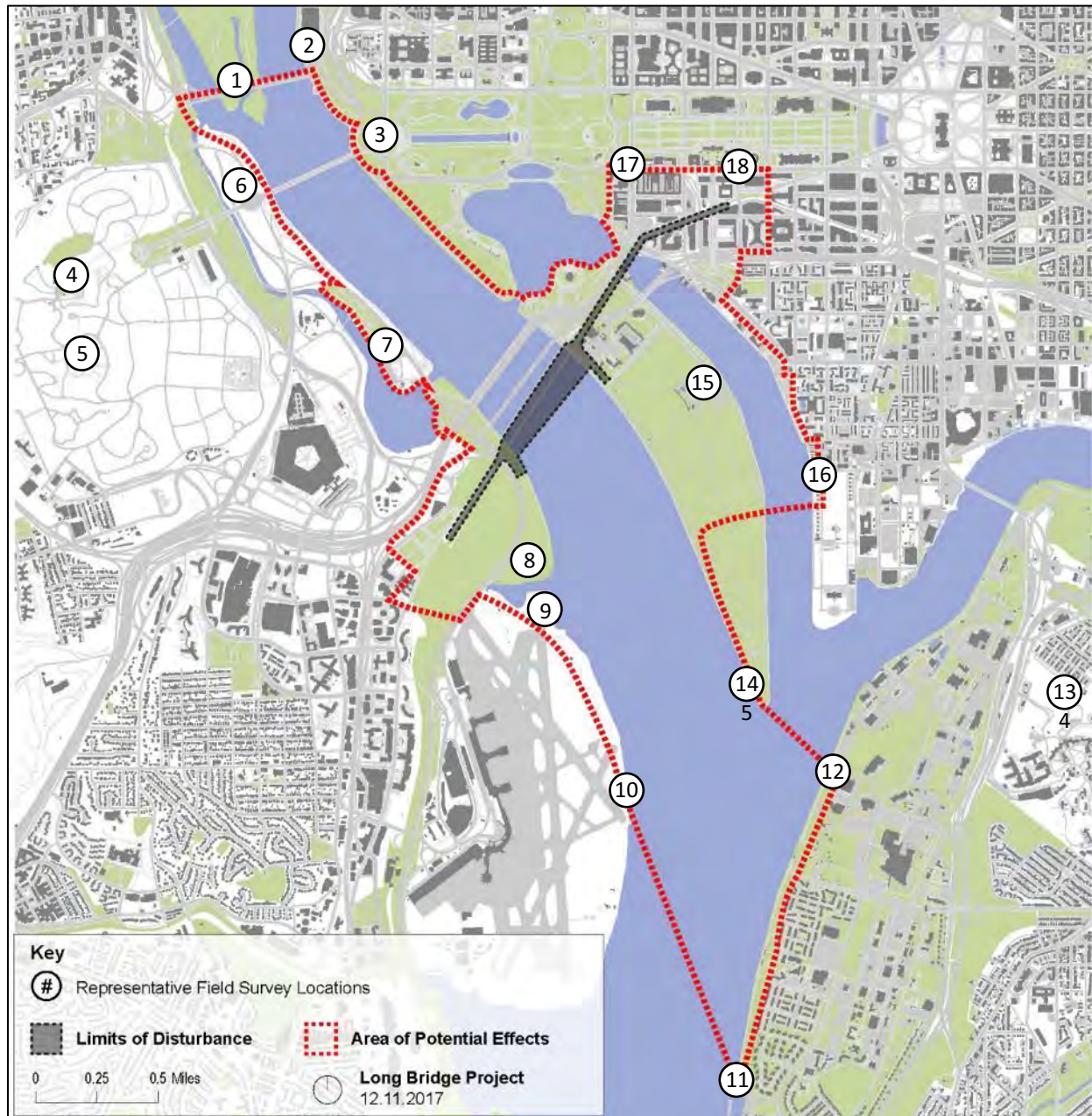


Figure 2-5 | Map detail of photograph locations 1, 2, and 3

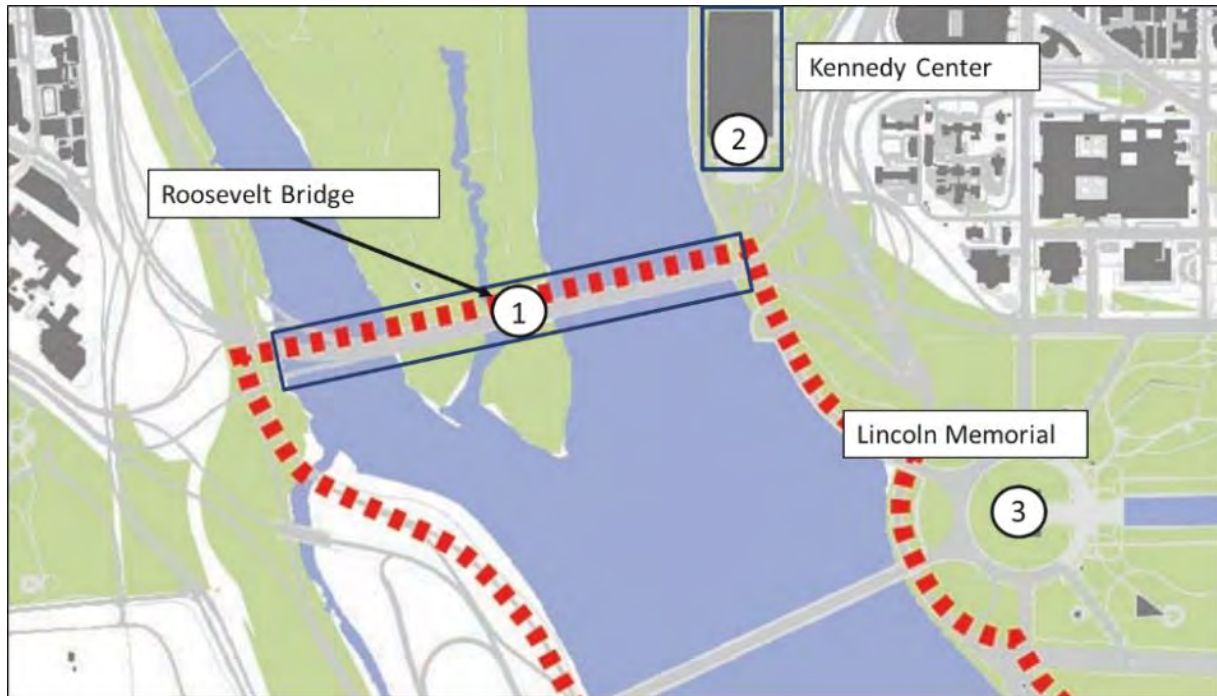


Figure 2-6 | Photograph location 1. Long Bridge from the west end of the Roosevelt Bridge, facing southeast

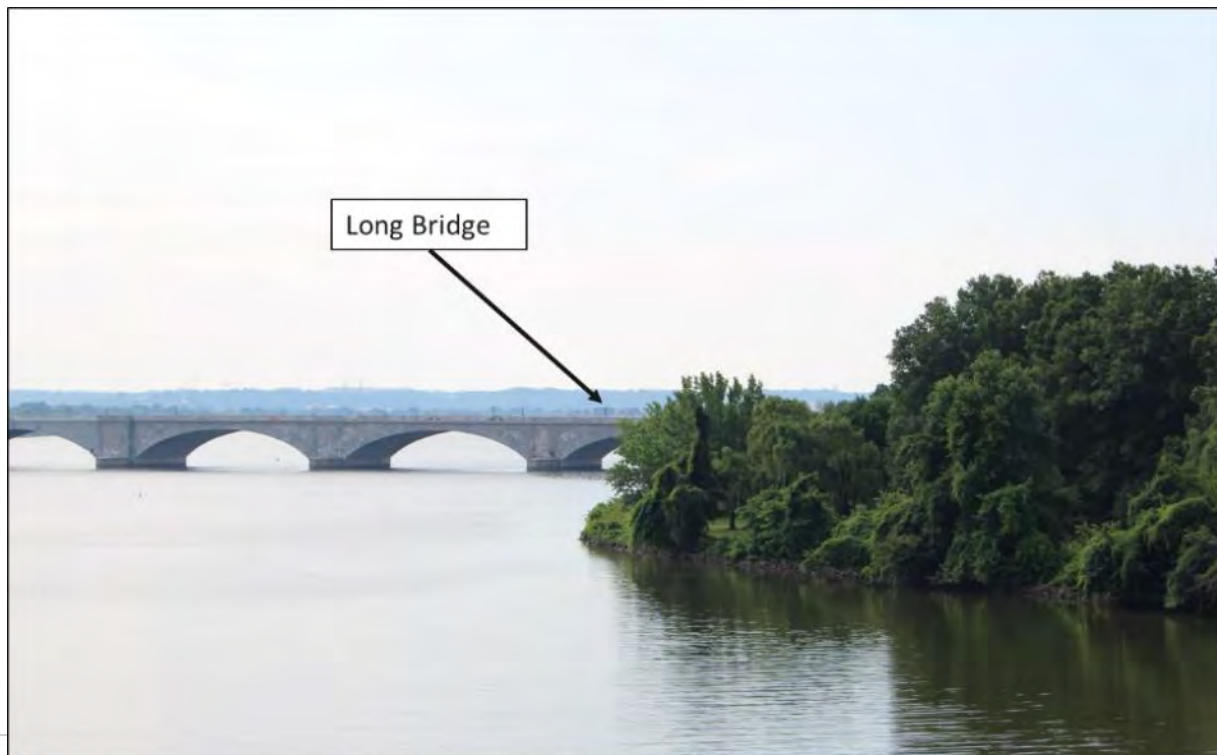


Figure 2-7 | Photograph location 2. Long Bridge from the west section of the Kennedy Center upper terrace, facing southeast



Figure 2-8 | Photograph location 3. Long Bridge from the Lincoln Memorial public viewing platform, facing southeast

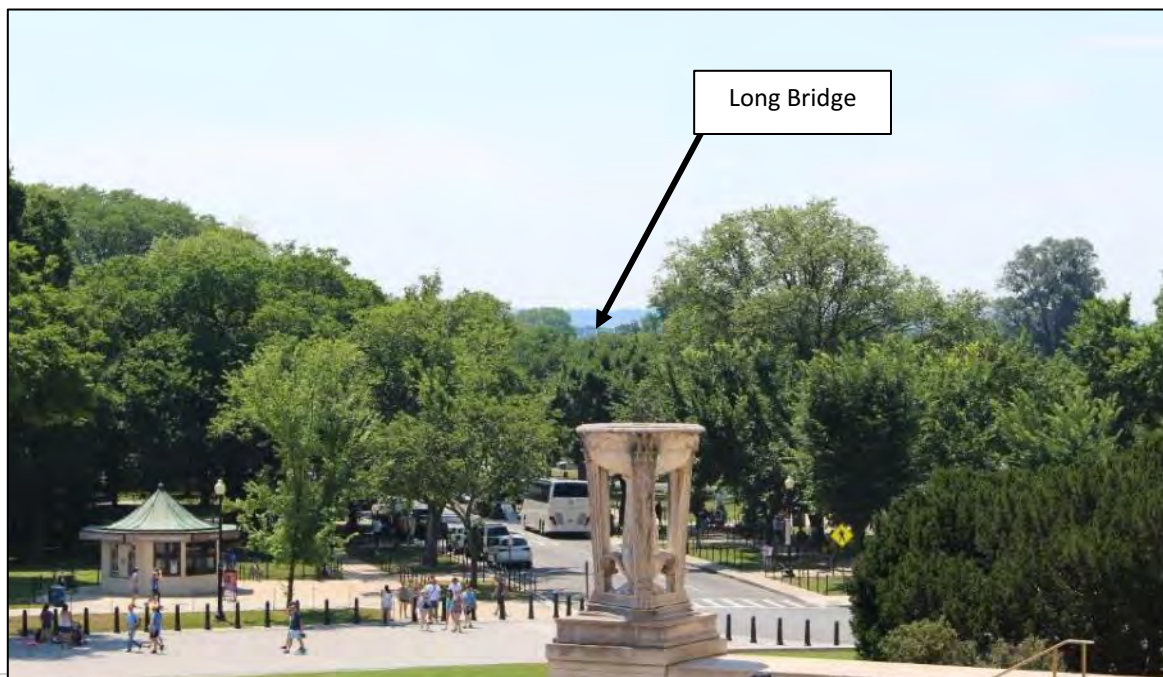


Figure 2-9 | Map detail of photograph locations 4 and 5 at Arlington National Cemetery

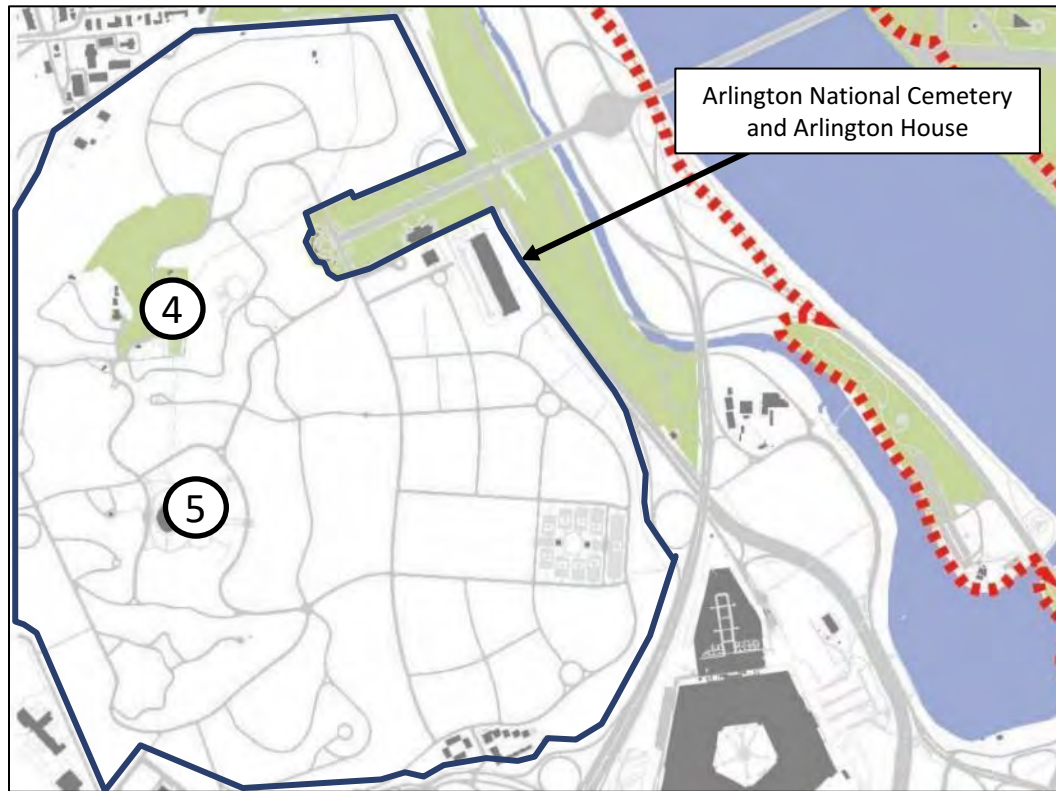


Figure 2-10 | Photograph location 4. Long Bridge from Arlington House, facing southeast

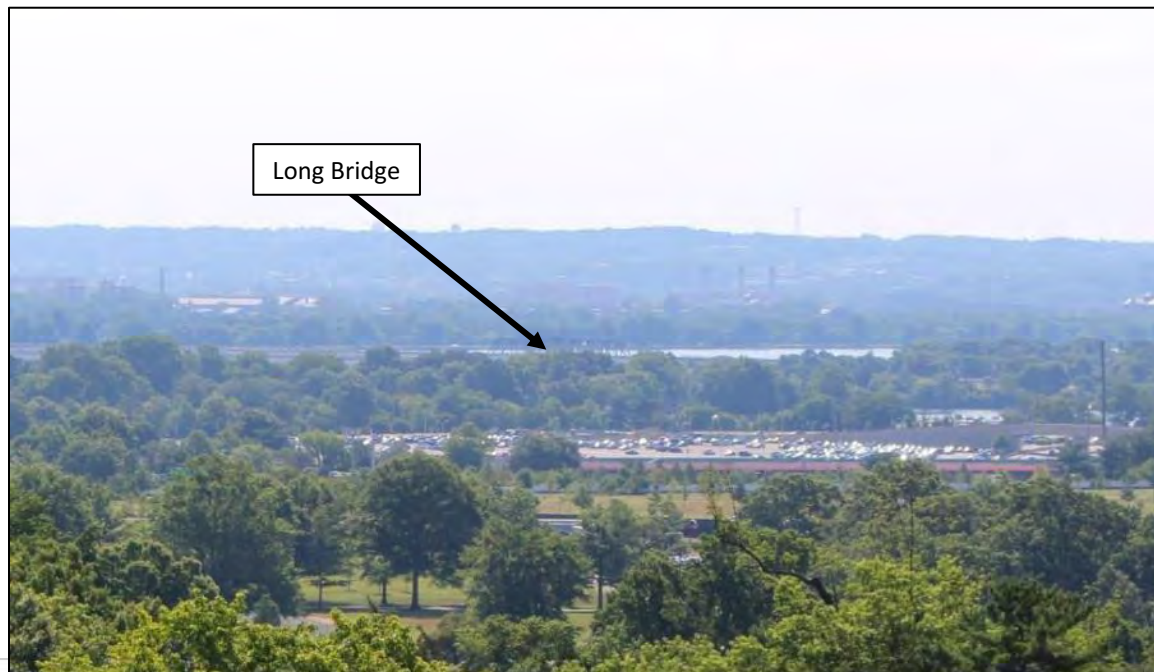


Figure 2-11 | Photograph location 5. Long Bridge from the Tomb of the Unknown Soldier, facing west

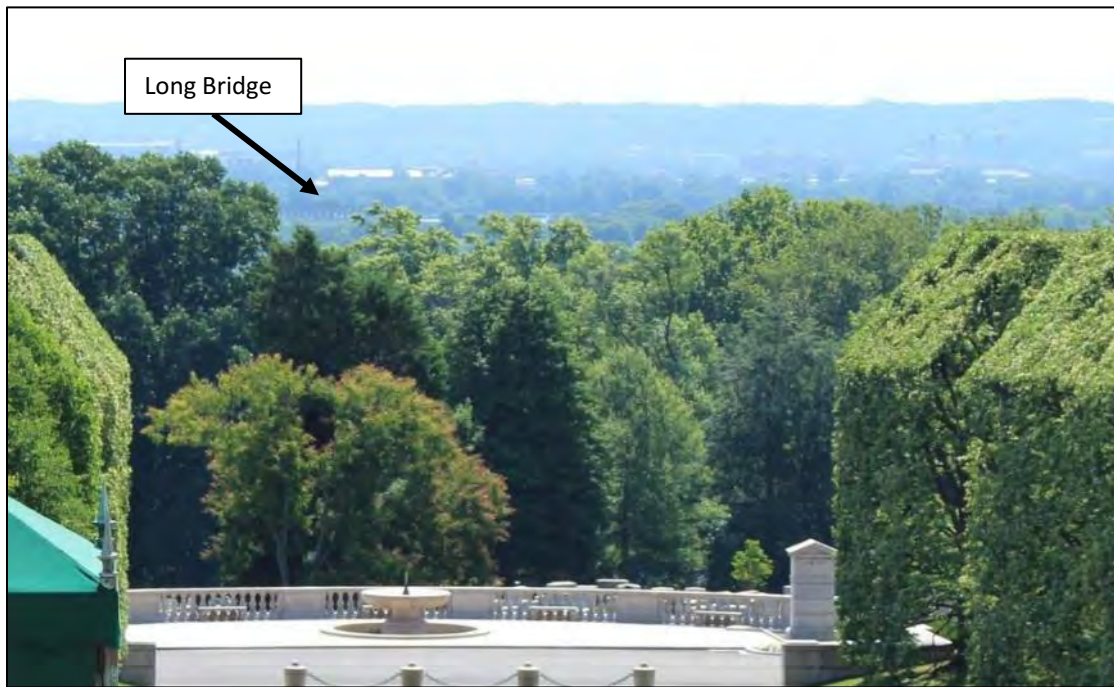


Figure 2-12 | Map detail of photograph locations 6, 7, and 8 at George Washington Memorial Parkway, Gravelly Point, and Mount Vernon Trail.

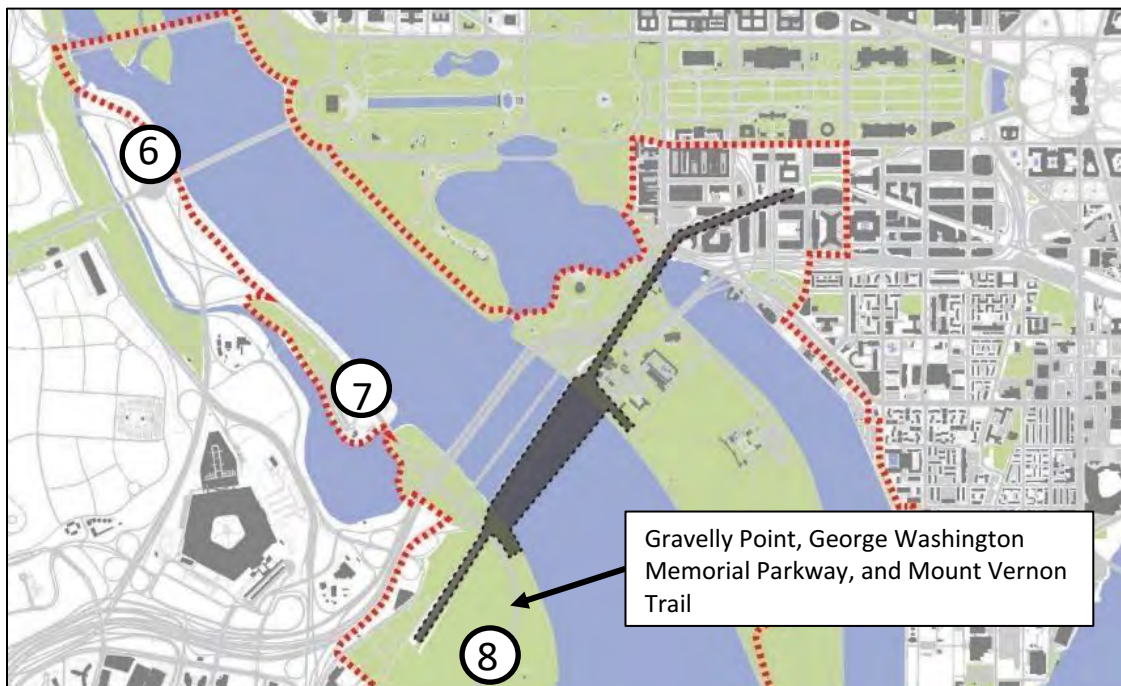


Figure 2-13 | Photograph location 6. Long Bridge from Mount Vernon Trail to the north of Arlington Memorial Bridge, facing southeast

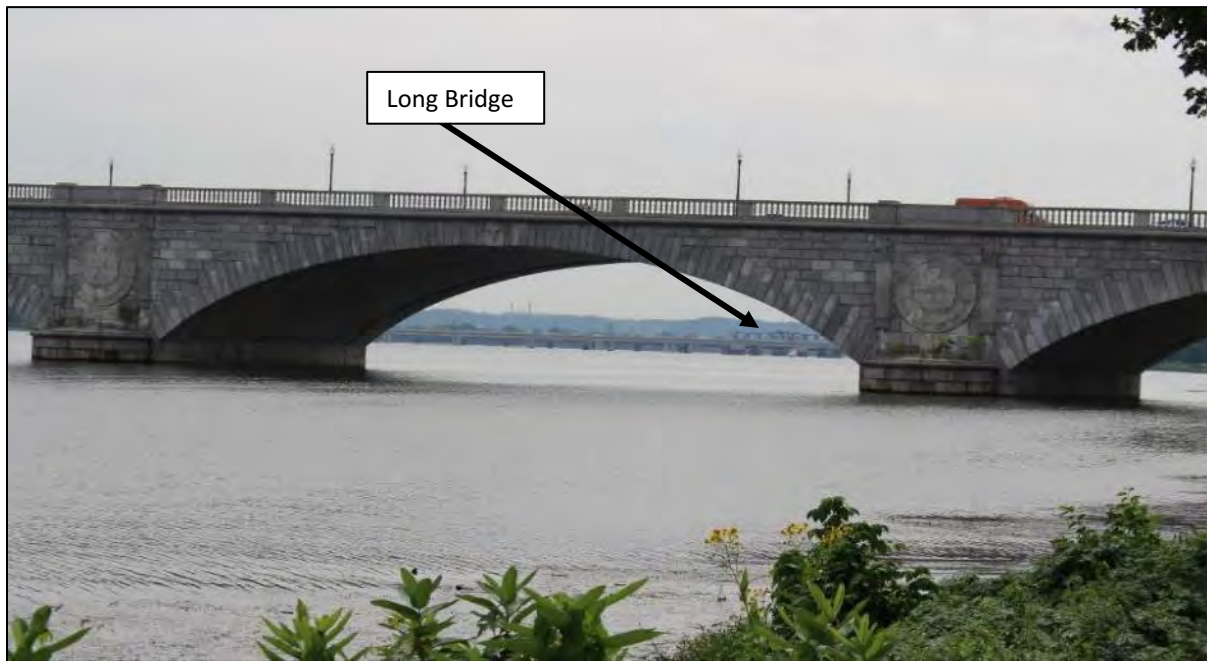


Figure 2-14 | Photograph location 7. Long Bridge from the Mount Vernon Trail to the north of I-395, facing southeast



Figure 2-15 | Photograph location 8. Long Bridge from Gravelly Point, facing north



Figure 2-16 | Map detail of photograph locations 9 and 10 at Reagan National Airport



Figure 2-17 | Photograph location 9. Long Bridge from north boundary of Reagan Airport at the Potomac River, facing north



Figure 2-18 | Photograph location 10. Long Bridge from the southern edge of the airport, facing north/northwest



Figure 2-19 | Map detail of photograph locations 11 and 12, Joint Base Anacostia-Bolling



Figure 2-20 | Photograph location 11. Long Bridge from Arnold Avenue, SW, facing northwest



Figure 2-21 | Photograph location 12. Long Bridge to the west of Boundary Drive at the Anacostia River, facing northwest

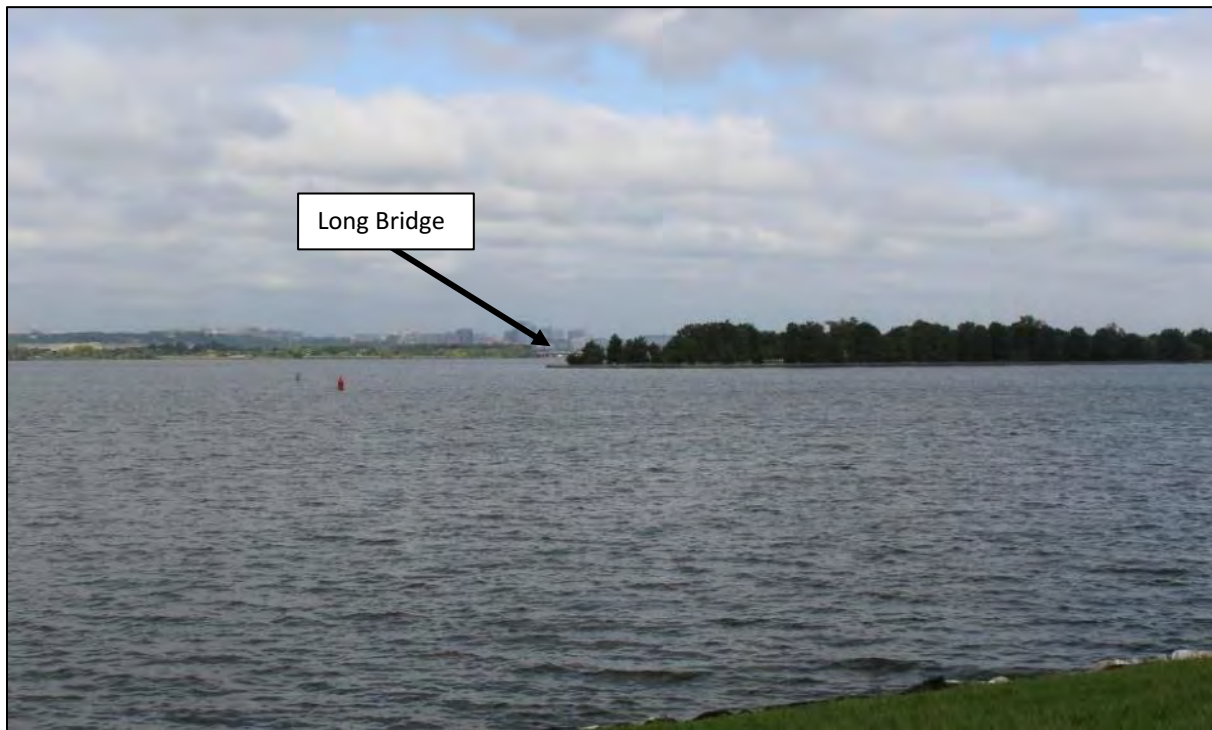


Figure 2-22 | Map detail of photograph location 14, St. Elizabeths West Campus

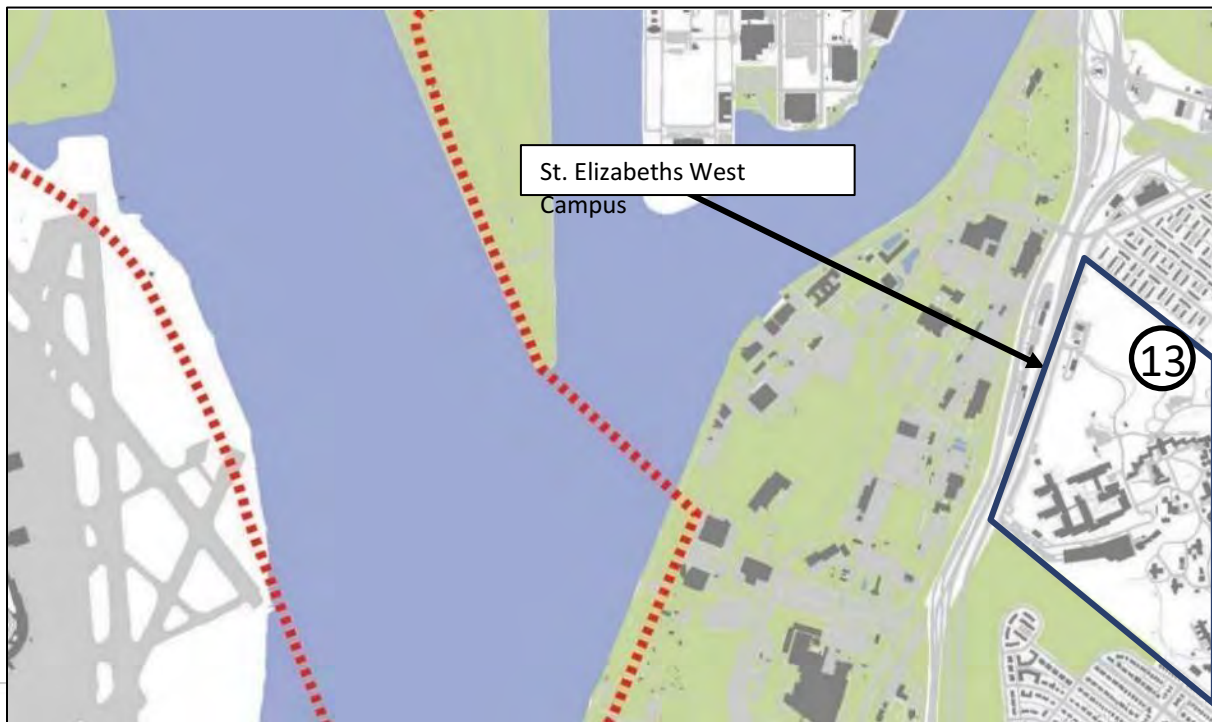


Figure 2-23 | Photograph 2. Long Bridge from Saint Elizabeths West Campus, facing northwest

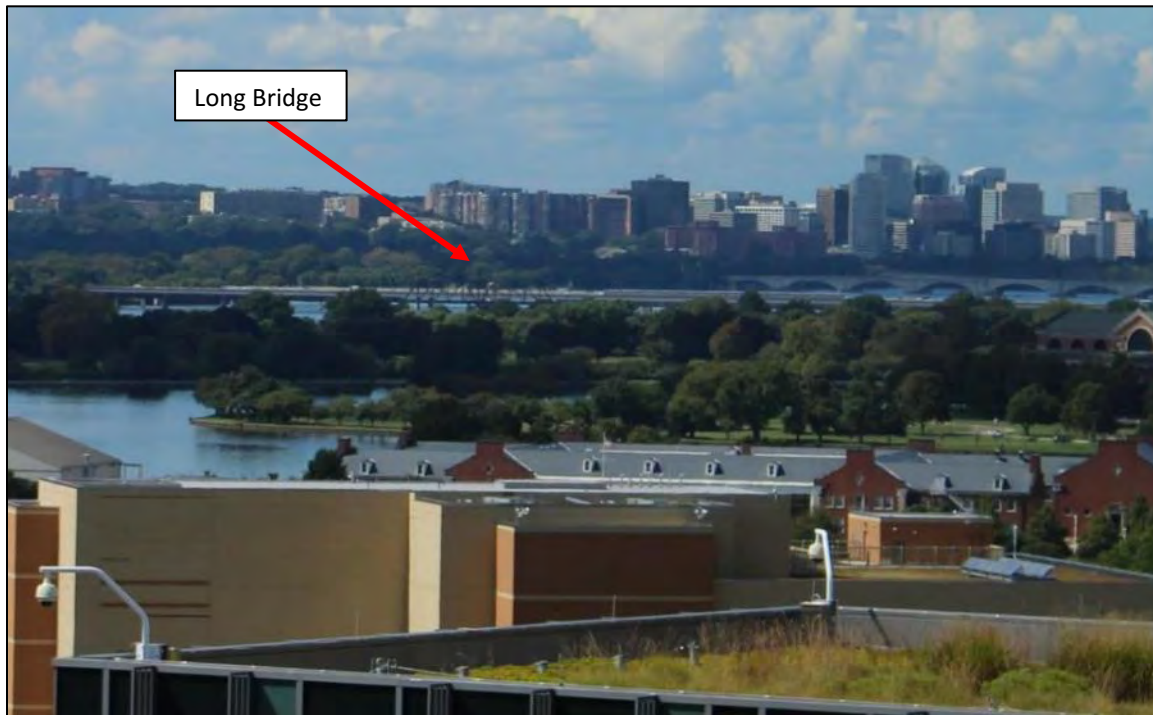


Figure 2-24 | Map detail of photograph locations 14, 15, and 16, East Potomac Park, Hains Point, and Fort McNair



Figure 2-25 | Photograph location 14. Long Bridge from Hains Point, facing northwest



Figure 2-26 | Photograph location 15. Long Bridge Corridor from East Potomac Park at the Washington Channel, facing northwest



Figure 2-27 | Photograph location 16. Long Bridge Corridor from Fort McNair at B Street SW, facing northwest



Figure 2-28 | Map detail of photograph locations 17, 18, and 19

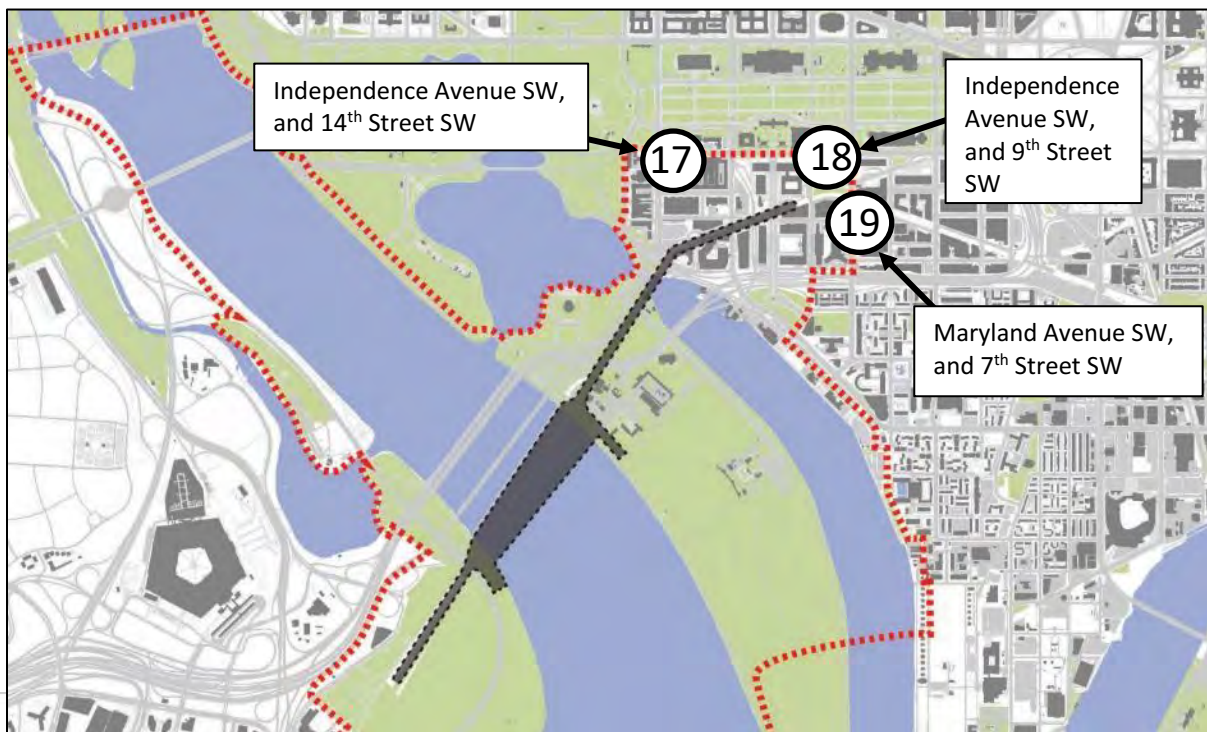


Figure 2-29 | Photograph location 17. Long Bridge Corridor from Independence Avenue SW, and 14th Street SW facing south



Figure 2-30 | Photograph location 18. Long Bridge Corridor from intersection of Independence Avenue SW and 9th Street SW, facing south



Figure 2-31 | Photograph location 19. Long Bridge Corridor from intersection of Maryland Avenue SW, and 7th Street SW, facing southwest



3.0 Identification of Historic Properties

Once an APE has been defined, the Federal agency must “...make a reasonable and good faith effort...” to identify historic properties within its boundaries (36 CFR § 800.4(b)(1)). A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria” (including artifacts, records, and material remains relating to the district, site, building, structure or object” (36 CFR § 800.16(l)(1)).

In August 2016, FRA and DDOT completed the *Long Bridge Project, Environmental Data Collection Report* (Data Collection Report), which included preliminary identification of historic properties within and in the vicinity of the designated study area. The study area was defined by a 1,000-foot buffer along the length of the Long Bridge Corridor.⁹ Historic properties were identified using the following information sources:

- Geographic Information System (GIS) mapping data provided by the District and Arlington County;
- DCSHPO Inventory of Historic Sites;
- NRHP database;
- General Services Administration (GSA) *Historic Buildings* website;
- Virginia Landmarks Register (VLR); and
- Virginia Cultural Resource Information System (V-CRIS).

The *Data Collection Report* was shared with several consulting parties, including VDHR and DCSHPO in September 2016, and the findings related to historic properties were again presented at the consulting party meetings in April and November 2017.

The APE has extended beyond this study area; as such, the above sources were reexamined to identify additional historic properties within the APE. The identification effort was expanded to include the following additional sources of information:

- Properties that are pending or have been recently listed in the NRHP, which were not listed in the August 2016 *Data Collection Report*;
- Properties that have been formally determined eligible for NRHP listing;
- Properties at or greater than 45 years of age that have not been previously evaluated for NRHP eligibility; and
- Contributing streets and avenues, views and vistas, reservations, and other contributing components listed in the Plan of the City of Washington (L’Enfant Plan; L’Enfant-McMillan Plan) NRHP Documentation.

In the future, the identification effort will be expanded to include:

- Potential archaeological resources within the Limits of Disturbance; and

⁹ A 1000-foot buffer was uniformly selected for all environmental resources in the Data Collection Report. FRA selected this buffer to compile preliminary existing data on environmental resources within the vicinity of the Long Bridge Corridor; but it is not an indication that FRA has made any determination that effects would only occur within this 1000-foot buffer zone.

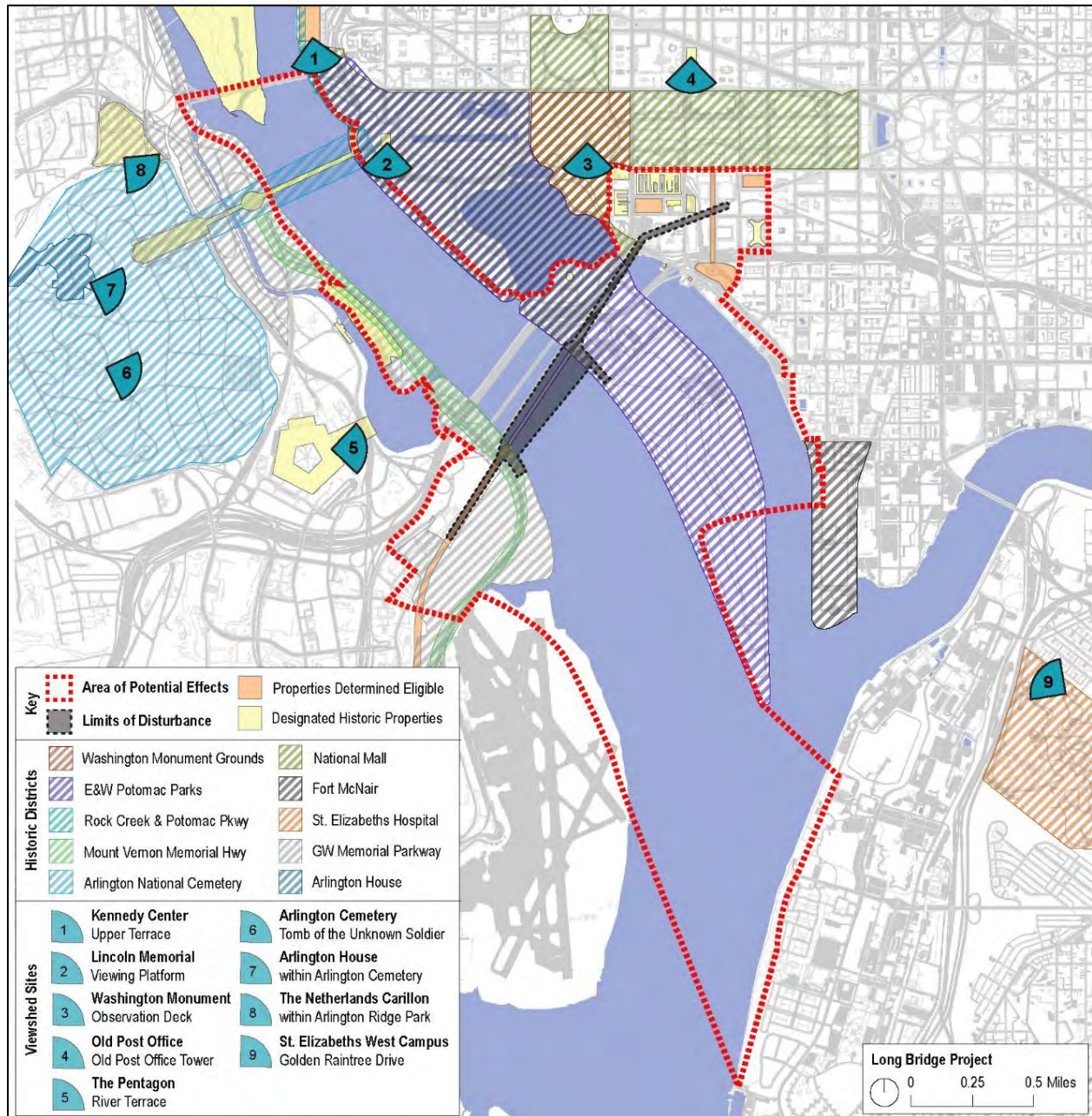
- Any additional feedback from DCSHPO, VDHR, and other consulting parties.

Although the scope for this project does not include drafting formal determinations of eligibility, properties located within the APE that are at least 45 years of age were evaluated against the NRHP Criteria for Evaluation.¹⁰ An assessment of integrity for each property was also undertaken. This age was selected to account for the fifty-year threshold that is generally observed in the evaluation of historic significance, and to account for the implementation schedule of the Long Bridge Project (which may extend five or more years into the future). These properties were identified using a range of documentation resources including real property and building permit data, historic maps and photographs, and aerial photographs. A preliminary evaluation of each property's potential historic significance and integrity is provided herein as a resource for future, more detailed evaluation by the FRA or others at the time of project implementation.

Archaeological resources will be identified using a phased approach. FRA and DDOT will initiate the process by completing a Phase 1A Archaeological Assessment in consultation with DCSHPO and VDHR. The Phase 1A will consist of a desktop review of known archaeological sites and areas that exhibit high archaeological potential. The Phase 1A will address all alternatives, once a Preferred Alternative is identified, additional surveys will be conducted as needed. Because the U.S. Department of the Interior has jurisdiction over a majority of the area within the Limits of Disturbance (including the bottom lands of the Potomac River), FRA and DDOT will coordinate with the National Park Service regarding potential impacts to archaeological resources, including potential underwater archaeology.

¹⁰ National Register of Historic Places, Frequently Asked Questions. <http://www.nationalregisterofhistoricplaces.com/faq.html>

Figure 3-1 | Map of APE with Designated and Eligible Historic Properties



3.1. Designated Historic Properties

The following properties have been listed in the NRHP, DC Inventory of Historic Sites (DC), and/or the VLR. Two properties have been designated as National Historic Landmarks (NHL). In some cases, these properties were determined eligible for National Register listing (Determination of Eligibility [DOE]) and were subsequently listed.

Table 3-1 | List of historic properties previously listed in the NRHP, DC Inventory, or VLR. Several of the below properties listed on the DC Inventory have also been determined eligible for listing on the NRHP.

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC, NRHP
2.	Parkways of the National Capital Region	Washington, DC	VLR, NRHP
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo.	DC, NRHP
4.	George Washington Memorial Parkway	Arlington County, (Extends to City of Alexandria and Fairfax County)	VLR, NRHP
5.	Mount Vernon Memorial Highway	Arlington County (Extends to City of Alexandria, and Fairfax County)	VLR, NRHP
6.	Plan of the City of Washington	Washington Region Multi-Property Submission	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	U.S. Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	U.S. Department of Agriculture South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, DC & Virginia	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW	DC, DOE
17.	Titanic Memorial	Water and P Streets SW	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Anacostan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln) *	West Potomac Park, Washington, DC	DC, NRHP

#	Name	Location	Designation
23.	Washington Monument and Grounds Historic District*	14th Street, between Constitution and Independence Avenues, Washington, DC	DC, NRHP
24.	Arlington House Historic District*	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP
25.	Arlington National Cemetery Historic District*	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District*	2700 Martin Luther King Jr., Avenue, SE	DC, NRHP, NHL
27.	Netherlands Carillon (within Arlington Ridge Park)*	Northwest corner of N Meade Street and Marshall Drive in Arlington, VA	VLR, NRHP,
28.	Old Post Office*	1100 Pennsylvania Avenue, NW	DC, NRHP
29.	The Pentagon*	U.S. 1, Va. 110, and Interstate 395	VLR, NRHP, NHL

** These properties are designated as viewshed locations outside of the contiguous APE boundaries.*

1. National Mall Historic District

Location: Washington, DC

Designation: DC, NRHP

The National Mall Historic District (the Mall) is comprised of the monumental core of Washington, DC, an original design element of Major General Pierre Charles L'Enfant's Plan for the Capital City. The L'Enfant Plan was further refined and expanded in the McMillan Commission's 1901-1902 plan for the City of Washington. L'Enfant designed the National Mall to serve as the central axis of Washington's monumental core. The Plan called for the Mall to be a 400-foot-wide, mile long, "grand avenue" from the Capitol to a point directly south of the President's house. The site was to be lined with landscaped areas and gardens. The 1901 McMillan Commission restored and supplemented the L'Enfant Plan primarily by removing obtrusive elements and bordering the Mall with public buildings.

Figure 3-2 | National Mall



2. Parkway of the National Capital Region

Location: Throughout the Washington, DC, metropolitan region.

Designation: NRHP, VLR

Multi-property documentation for scenic parkways of the Washington, DC region including the George Washington Memorial Parkway, the Mount Vernon Memorial Highway, and the Rock Creek and Potomac Parkway, among others.

Figure 3-3 | Rock Creek and Potomac Parkway



3. Rock Creek and Potomac Parkway

Location: Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo.

Designation: DC, NRHP

The first parkway for which legislation was passed in the Nation's Capital and one of the earliest parkways constructed in the region. In 1913, Congress passed the Public Buildings Act, which authorized the creation of the parkway. Planning, design, and land acquisition of the parkway continued through the 1930s, and the parkway was completed in 1935.

Figure 3-4 | Rock Creek and Potomac Parkway



4. George Washington Memorial Parkway

Location: Arlington County, City of Alexandria, and Fairfax County

Designation: VLR, NRHP

The George Washington Memorial Parkway is a 25-mile scenic parkway administered by the National Park Service. Constructed predominantly in the 1930s, the parkway provides a ceremonial and recreational corridor between northern Virginia and Mount Vernon, the home and estate of George Washington.

Figure 3-5 | George Washington Memorial Parkway (Mount Vernon)



5. Mount Vernon Memorial Highway

Location: Arlington County, City of Alexandria, and Fairfax County

Designation: VLR, NRHP

Original 15.2-mile segment of the scenic parkway commemorating the birth of George Washington.

Figure 3-6 | Mount Vernon Memorial Highway (Google Maps)



6. Plan of the City of Washington

Location: Includes original elements of Pierre Charles L'Enfant's plan for the City of Washington, including later elements proposed by the McMillan Commission

Designation: NRHP, DC

Multi-property submission for the street grid, diagonal avenues, parks, vistas among monuments and sites over Federal land within the L'Enfant Plan boundary, and the airspace above this matrix up to the legal height limit in the City.

Figure 3-7 | Detail, L'Enfant Plan Facsimile, 1887 (Library of Congress)



7. East and West Potomac Parks Historic District

Location: Washington, DC

Designation: NRHP, DC

Historic district comprising 730 acres of park land along the Potomac River. Standing memorials in the parks include the Lincoln and Jefferson Memorials. Contributing features to this historic district include the Inlet Bridge, the U. S. Engineers Storehouse, the National Capital Region Building complex, East Potomac Park Golf Course, East Potomac Park Field House, East Potomac Park Swimming Pool, and D-1 Substation Building.

Figure 3-8 | Hains Point, East and West Potomac Parks Historic District



The Long Bridge, constructed in 1904, is a contributing feature to the East and West Potomac Parks historic district.¹¹

Figure 3-9 | Long Bridge



8. Thomas Jefferson Memorial

Location: 16 East Basin Drive SW, Washington, DC

Designation: NRHP, DC

National Memorial dedicated to third U.S. President Thomas Jefferson. Designed by notable architect John Russell Pope, the memorial was constructed between 1937 and 1942. Sited facing the Tidal Basin, the memorial forms a significant component of the city's monumental plan.

**Figure 3-10 | Jefferson Memorial
(National Park Service)**



9. Central Heating Plant

Location: 325 13th Street SW, Washington, DC

Designation: NRHP, DC

A heating plant completed in 1934 to supply steam to Federal buildings. Designed in the Art Deco style by architect Paul Phillipe Cret under the direction of the Supervising Architect of the Treasury Department.

Figure 3-11 | Central Heating Plant



¹¹ The Evening Star. 1904. *First Train Passes, New Railway Bridge Used for First Time*. August 25, 1904.

10. USDA Cotton Annex

Location: 300 13th Street SW, Washington, DC

Designation: NRHP, DC

The Bureau of Agricultural Economics (BAE) Building, now known as the Cotton Annex, was built in 1936 to 1937 for the USDA under the auspices of Supervising Architect of the Treasury Louis A. Simon (1933–1939).

Figure 3-12 | USDA Cotton Annex



11. U.S. Department of Housing and Urban Development (HUD) Building (Robert C. Weaver Federal Building)

Location: 451 7th Street SW, Washington, DC

Designation: NRHP, DC

Completed in 1968 by the architect Marcel Breuer. The modernist design and execution of the HUD building exemplifies the primary tenets of the "Guiding Principles for Federal Architecture" as set forth by President John F. Kennedy's administration in 1962.

Figure 3-13 | HUD Building



12. USDA South Building

Location: 1352 C Street SW, Washington, DC

Designation: DC, NRHP

Completed in 1936, the South Building is significant for its association with the growth of the Department of Agriculture; broader patterns of city development in the District; and as an excellent example of the Stripped Classical style of Federal architecture of the 1930s.

Figure 3-14 | USDA South Building



13. Bureau of Engraving and Printing (BEP) (Main Building)

Location: 301 14th Street SW, Washington, DC

Designation: DC

The building was designed by the Office of the Supervising Architect of the Treasury, under Supervising Architect James Knox Taylor. The Neoclassical style building was completed in February 1914.

Figure 3-15 | BEP Main Building



14. Auditor's Building Complex

Location: 14th Street and Independence Avenue SW, Washington, DC

Designation: DC, NRHP

The Auditors Building was the first building designed and constructed for the U.S. Department of the Treasury Bureau of Engraving and Printing. Originally completed in 1880, the building had three major additions in 1891, 1895, and 1900. Originally designed by James B. Hill, Supervising Architect of the Treasury Department, the building is also significant for its architectural style.

Figure 3-16 | Auditor's Building (Library of Congress)



15. Arlington Memorial Bridge (and Related Features)

Location: Memorial Avenue, DC and Virginia

Designation: DC, NRHP

The 1932 bridge and its related features are a major element of 1902 McMillan Commission plan for the city. The bridge serves as a symbolic link between the north and the south, connecting Arlington House (home of Robert E. Lee) and the Lincoln Memorial.

Figure 3-17 | Memorial Bridge



16. Fort Leslie J. McNair Historic District (The Old Arsenal)

Location: Fourth and P Streets SW, Washington, DC

Designation: DC, DOE

Fort McNair was established in 1791 and today is the third oldest U.S. Army installation in continuous use. The district is significant in the fields of architecture, military history, military education, and health and medicine.

Figure 3-18 | Fort McNair (National Defense University)



17. Titanic Memorial

Location: Water and P Streets SW, Washington, DC

Designation: DC, NRHP

The Titanic Memorial was designed by the female sculptor Gertrude Vanderbilt Whitney. The sculpture is significant as it is only one of five located in the District designed by a woman. Completed in 1916, the statue was originally erected at the Rock Creek and Potomac Parkway in 1930. In 1968, the statue was relocated to its present location.

Figure 3-19 | Titanic Memorial



18. Lunch Room Building and Oyster Shucking Shed

Location: 1100 Maine Avenue SW, Washington, DC

Designation: DC, DOE

The Lunch Room Building and Oyster Shucking Shed are significant as they are the only extant buildings associated with the 1916-1918 Municipal Fish Wharf and Market on Water Street. The buildings illustrate Congress' support for the City Beautiful movement as implemented by the improvement of the District's shoreline, and recognition of the need to address issues with the District's fishing industry, as well as they health and welfare of the District's citizens.

Figure 3-20 | Lunch Room



19. Cuban Friendship Urn

Location: Reservation 332, Ohio Drive at Fourteenth Street Bridge SW, Washington, DC

Designation: DC, NRHP

The urn is significant as it is the second gift of sculpture presented to the District of Columbia by a foreign nation. It was presented to President Calvin Coolidge in Havana in 1928, and Congress authorized its acceptance on May 22, 1928.

Figure 3-21 | Cuban Friendship Urn
(Wikimedia Commons)



20. Theodore Roosevelt Island National Memorial (Analostan Island)

Location: Potomac River west of Georgetown Channel

Designation: DC, NRHP

The 88-acre island is a memorial to Theodore Roosevelt, twenty-sixth President of the United States. It was presented to the U.S. by the Roosevelt Memorial Association in 1931 and opened to the public in 1936.

Figure 3-22 | Roosevelt Memorial (National Park Service)



21. Lyndon B. Johnson Memorial Grove on the Potomac

Location: George Washington Memorial Parkway

Designation: NRHP

Authorized by Congress in 1973, the Memorial Grove established an official memorial to President Lyndon B. Johnson. The site is significant for its association with the historic pattern of creating presidential memorials, which began with the Washington Monument, and as an excellent example of twentieth century landscape architecture.

Figure 3-23 | Johnson Memorial Grove (National Park Service)



22. Lincoln Memorial (Statue of Lincoln)

Location: West Potomac Park, Washington, DC

Designation: DC, NRHP

The Lincoln Memorial is significant as an important example of Neoclassical style architecture. It is the foremost memorial to the sixteenth President of the United States, and as the terminus of the extended Mall plan in the Senate Park Commission's (popularly known as the McMillan Commission) 1902 plan for the city. The memorial was designed by architect Henry Bacon, and Lincoln's statue is the work of sculptor Daniel Chester French.

Figure 3-24 | Lincoln Memorial (National Park Service)



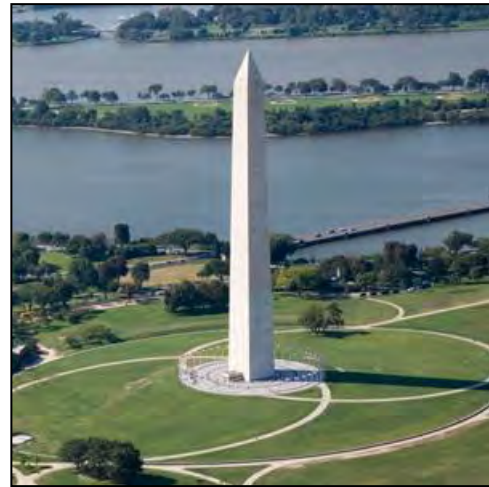
23. Washington Monument and Grounds Historic District

Location: 14th Street, between Constitution and Independence Avenues, Washington, DC

Designation: DC, NRHP

The Washington Monument and Grounds Historic District is significant under Criterion A in the areas of: politics and government as part of the establishment of the national capital; social history as a gathering place for the American citizenry to express their First Amendment rights; ethnic heritage for its association with the 1963 March on Washington for Jobs and Freedom; and locally as the site of continuing entertainment and recreation. The historic district is also significant for its architecture, planning, and design, and as a planned cultural landscape. There are several views and vistas that contribute to the significance of the historic district, including views from the top of the monument to surrounding city and important sites.

Figure 3-25 | Washington Monument and Grounds (National Park Service)



24. Arlington House Historic District

Location: Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery, Arlington, VA

Designation: VLR, NRHP

The Arlington House Historic District is significant for its association with George Washington Parke Custis (step-grandson of George Washington) and General Robert Edward Lee (military leader and important figure in the American Civil War); its architecture and landscape design; its reflection of the ethnic heritage of enslaved African Americans and household slaves who worked and lived on site; its association with Arlington National Cemetery; as one of the Federal government's first attempts at historic preservation (1925 legislation, 1928-1935 restoration); and its archaeology. There are several views and vistas that contribute to the significance of the historic district, including views from the house eastward. Arlington House Historic District is located within the boundaries of the Arlington National Cemetery Historic District. It

Figure 3-26 | Arlington House (National Park Service)



is not administered by Arlington Cemetery but rather separately by the National Park Service.

25. Arlington National Cemetery Historic District

Location: One Memorial Avenue, Arlington, VA

Designation: NRHP

Arlington National Cemetery Historic District is significant as the country's most sacred national cemetery. Created from the former estate of Mary Anna Custis Lee (wife of Civil War Confederate General Robert E. Lee) and purchased by the Federal Government in 1864, the site includes several significant contributing architectural features, including Arlington House, the Tomb of the Unknown Soldier, the Arlington Memorial Amphitheater, and numerous additional memorials. The current Long Bridge is visible from Arlington House, the Tomb of the Unknown Soldier, and their immediately surrounding landscapes.

Figure 3-27 | Arlington National Cemetery (Arlington Cemetery)



26. St. Elizabeths Hospital Historic District

Location: 2700 Martin Luther King Jr., Avenue SE, Washington, DC

Designation: DC, NRHP, NHL

St. Elizabeths Hospital Historic District is one of the nation's earliest institutions for the treatment of mental illness. Established through the efforts of Dorothea Dix, the leading mental health reformer of the 19th century, the hospital was chartered by Congress in 1852 as the Government Hospital for the Insane, with the

mission to provide humane care for patients from the Army, Navy, and District of Columbia. The historic district features a significant collection of late-19th and early 20th-century architecture, including the Center Building (1853-1855), an early example of the linear plan for mental hospital wards developed by reformer Thomas Kirkbride.

Figure 3-28 | St. Elizabeths West Campus



27. Netherland Carillon (within Arlington Ridge Park)

Location: Within Arlington Ridge Park at the northwest corner of N Meade Street and Marshall Drive in Arlington, VA

Designation: Contributing resource within Arlington Ridge Park (NRHP, VLR)

The Netherlands Carillon is located at the south end of Arlington Ridge Park. The Netherlands Carillon, designed by Dutch architect Joost W.C. Boks, is a Modernist steel framework with a memorial carillon. The carillon was presented as a gift to the United States by the Netherlands in thanks for the aid provided by the United States during and after World War II. The carillon is set within a picturesque landscape designed by National Park Service landscape architects in the early 1960s. The Netherlands Carillon appears to be potentially individually eligible per NPS documentation.

Figure 3-29 | The Netherlands Carillon (National Park Service)



28. Old Post Office

Location: 1100 Pennsylvania Avenue, NW

Designation: DC, NHRP (located within Federal Triangle (DC, DOE) and Pennsylvania Avenue National Historic Site (NHS, NR, DC)

The Old Post Office and Clock Tower (1891 – 1899) was designed by the Office of the Supervising Architect of the Treasury under Willoughby J. Edbrooke to house both the Post Office Department as well as the City Post Office. The first Federal Office building to be constructed in the area later known as Federal Triangle, it is one of the few Romanesque Revival style buildings of monumental scale to be constructed in Washington. At the time of its completion, its 315-foot clock tower was the third highest building in the District, after the Washington Monument and the Capitol.

Figure 3-30 | The Old Post Office (National Park Service)



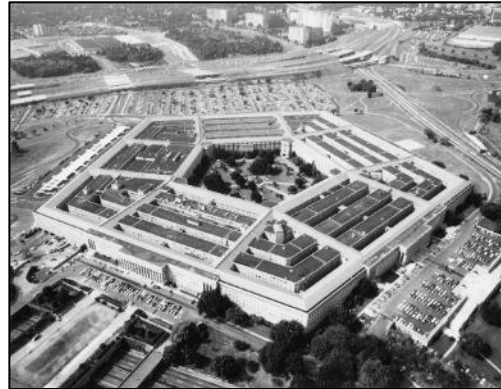
29. The Pentagon

Location: U.S. 1, Va. 110, and Interstate 395

Designation: VLR, NRHP, NHL

The Pentagon (1941 – 1943) was primarily designed by architects George Edwin Bergstrom and David J. Witmer. The Pentagon is significant as a NHL for its association with “events that have made a significant contribution to the geopolitical role of the United States as a world power” from World War II to the present, and for its association with the lives of nationally significant individuals from 1941 to today. Although the building’s architecture did not qualify the building as an NHL, the building is considered architecturally important as it embodies the Stripped Classical style of architecture popular during the period, and as the largest and one of the last of Washington’s monumental buildings designed in accordance with the McMillan Commission’s 1902 plan for the City of Washington.

Figure 3-31 | The Pentagon (VDHR)



3.2. Eligible Historic Properties

The following properties have been determined eligible or recommended as eligible for listing in the National Register of Historic Places.

Table 3-2 | List of historic properties that have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by a SHPO.

#	Name	Location	Designation
1.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
2.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
3.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
4.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSX right-of-way in VA from Arlington County to the City of Richmond	DOE
5.	Washington Marina Building	1300 Maine Avenue SW	DOE
6.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park	DOE
7.	Lady Bird Johnson Park	George Washington Memorial Parkway	DOE
8.	John F. Kennedy Center for the Performing Arts*	2700 F Street NW, Washington, DC	DOE
9.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE

** These properties are designated as viewshed locations outside of the contiguous APE boundaries.*

1. Bureau of Engraving and Printing (BEP) Annex

Location: 300 14th Street SW, Washington, DC

Designation: DOE

The BEP Annex was constructed between 1936-1938 for the BEP under the auspices of the Office of the Supervising Architect, Louis A. Simon, Supervising Architect, and Neal A. Melick, Supervising Engineer. The BEP Annex is significant for its association with the operation and growth of the BEP during the twentieth century, and as a distinctive example of a Stripped Classic style Federal building constructed in the 1930s.

Figure 3-32 | BEP Annex



2. FOB 10A; Orville Wright Building

Location: 800 Independence Avenue SW, Washington, DC

Designation: DOE

FOB 10A was originally constructed between 1961 and 1963 for GSA, and was one of the earliest to be constructed as part of the urban renewal program for southwest Washington, DC. The International style building was designed by the architectural firms of Holabird & Root & Burgee, and Carroll, Grisdale & Van Alen.

Figure 3-33 | FOB 10A (GSA)



3. Benjamin Banneker Park/Overlook; Tenth Street Overlook

Location: Terminus of 10th Street SW, Washington, DC

Designation: DOE

Landscape completed in 1969 and designed by landscape architect Dan Kiley, is a 200-foot wide elliptical concrete plaza with a large, central, conical, fountain of green granite. Designed and constructed as part of the National Capital Planning Commission's (NCPC) 1956 Urban Renewal Plan: Southwest Urban Renewal Project C.

Figure 3-34 | Banneker Park



4. Richmond, Fredericksburg and Potomac Railroad Historic District

Location: Along CSX right-of-way in eastern Virginia from the Potomac River in Arlington County to the South Broad Street Station in the City of Richmond, VA

Designation: DOE (recommended as eligible by VDHR staff)

The Richmond, Fredericksburg, and Potomac Railroad was a railroad connecting Richmond, Virginia, to Washington, DC. The railroad corridor conveys its association with transportation from ca. 1837 through 1943, when the demand for railroad transportation began to wane. In 2017, VDHR staff recommended the railroad corridor potentially eligible as an historic district.

Figure 3-35 | Richmond, Fredericksburg and Potomac Railroad (Richmond, Fredericksburg & Potomac Railroad Historical Society, Inc.)



5. Washington Marina Building

Location: 1300 Maine Avenue SW, Washington, DC

Designation: DOE

Completed in 1938, the Washington Marina Building was an element of a larger Works Progress Administration (WPA) project to improve the Washington Channel. The project was completed by the WPA and the U.S. Army Corps of Engineers. The building is significant for its association with the WPA and improvement of the District's waterfront.

Figure 3-36 | Washington Marina Building



6. L'Enfant Promenade

Location: Section Tenth Street SW between Independence Avenue and Banneker Park

Designation: DOE

The promenade, originally known as the Tenth Street Mall, was a key element of I.M Pei and Harry Weese's plan for Southwest Redevelopment Area. The promenade is significant for its association with the creation and implementation of the NCPC's 1950 *Comprehensive Plan for the District of Columbia*.

Figure 3-37 | L'Enfant Promenade



7. Lady Bird Johnson Park

Location: In the George Washington Memorial Parkway along the Potomac River, directly across the river from West Potomac Park

Designation: DOE

The park is comprised of a man-made island, originally known as Columbia Island, that was constructed between 1915 and 1930. The park was constructed in connection with the Arlington Memorial Bridge's construction. In the 1960s and 1970s, the island was improved as part of the Johnson Administration's beautification program, and by a tree planting plan

Figure 3-38 | Lady Bird Johnson Park (Cultural Landscape Foundation)



designed by the landscape architect Edward Durrell Stone, Jr.

8. John F. Kennedy Center for the Performing Arts

Location: 2700 F Street NW, Washington, DC

Designation: DOE

The Modernist style building was designed by the American architect Edward Durrell Stone and was constructed between 1964 and 1971. The Kennedy Center has been determined historically significant as an important work by Stone, and as the only memorial to President Kennedy in the vicinity of Washington, DC.

Figure 3-39 | Kennedy Center

(Wikimedia Commons)



9. Liberty Loan Federal Building

Location: 401 14th Street SW, Washington, DC

Designation: DOE

The building was originally constructed as one of many temporary office buildings to support wartime bureaucratic expansion and housed the Liberty Loans bond program during World War I. It is the only surviving “tempo” building. The building has housed several Treasury organizations and Federal agencies. Today, the building is used by the U.S. Department of the Treasury’s Bureau of the Fiscal Service.¹² DCSHPO and the General Services Administration (GSA) consider the building eligible for NRHP listing and GSA is currently preparing a formal DOE.

Figure 3-40 | Liberty Loan Federal Building

(Google Maps)



¹² “Liberty Loan Federal Building,” GSA, accessed October 18, 2017, <https://www.gsa.gov/real-estate/gsa-properties/visiting-public-buildings/liberty-loan-federal-building>.

3.3. Properties at or Greater than Forty-Five Years of Age

The following properties were constructed prior to 1972. Preliminary determinations have been made regarding each property's potential eligibility for listing in the NRHP.

Table 3-3 | List of historic properties that have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by a SHPO.

#	Name	Location	Date(s)	Preliminary Determination of Eligibility
1.	425 12th Street SW	425 12 th Street SW, Washington, DC	1959	Likely not eligible.
2.	Astral Building (North Building, L'Enfant Plaza)	955 L'Enfant Plaza, SW Washington, DC	1968	Potentially eligible.
3.	Comsat Building (South Building, L'Enfant Plaza)	950 L'Enfant Plaza, SW Washington, DC	1965	Potentially eligible.
4.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)	470-490 L'Enfant Plaza SW, Washington, DC	1971 to 1973	Potentially eligible.
5.	USPS Building (West Building, L'Enfant Plaza)	475 L'Enfant Plaza, SW Washington, DC	1969 to 1971	Potentially eligible.
6.	398 Long Bridge Drive	398 Long Bridge Drive, Arlington, VA	1957	Likely not eligible.

1. 425 12th Street, SW

Location: 425 12th Street SW, Washington, DC

Date of Construction: 1959

A one-story brick substation surrounded by a solid brick fence owned by PEPCO. Although the nondescript utilitarian building appears to maintain its integrity, based on cursory research it does not appear to meet the National Register criteria for evaluation. As such, the property is likely not eligible for listing in the NRHP.

Figure 3-41 | 425 12th Street, SW
(Google Maps)



2. Astral Building (North Building, L'Enfant Plaza)

Location: 955 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1968

Designed by Araldo A. Cossutta, a partner with the architectural firm of I.M. Pei and Partners. Completed as part of Phase I of L'Enfant Plaza. The building is part of the larger L'Enfant Plaza complex, which includes the Comsat Building (South Building) (1965), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), USPS Building (West Building) (1969 to 1971) and the plaza.¹³ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-42 | Astral Building (Google Maps)



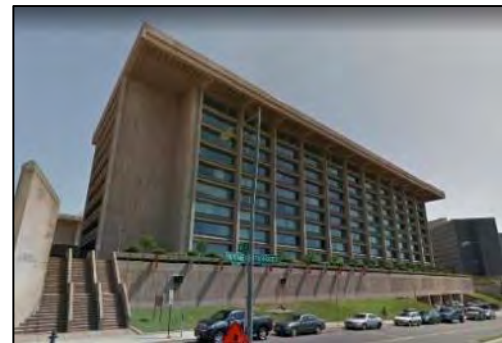
3. Comsat Building (South Building, L'Enfant Plaza)

Location: 950 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1965

Designed by Araldo A. Cossutta, a partner with the architectural firm of I.M. Pei and Partners. Completed as part of Phase I of L'Enfant Plaza. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), USPS Building (West Building) (1969 to 1971) and the plaza.¹⁴ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-43 | Comsat Building (Google Maps)



¹³ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 91.

¹⁴ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 91.

4. Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)

Location: 470-490 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1971 to 1973

Part of the second phase of the L'Enfant Plaza construction. Construction of the building began in fiscal year 1971 and was completed in 1973. The building was designed by Vlasimil Koubek, a local architect. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Comsat Building (South Building) (1965), USPS Building (West Building) (1969 to 1971) and the plaza.¹⁵ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-44 | Loew's L'Enfant Plaza Hotel (Google Maps)



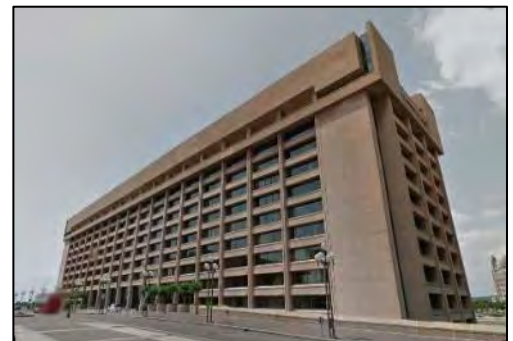
5. USPS Building (West Building, L'Enfant Plaza)

Location: 475 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1969 to 1971

Part of the second phase of the L'Enfant Plaza construction, the building was separated from the plaza by the L'Enfant Promenade. Construction of the building began in 1969 and the building was completed in 1971. The building was purchased by the U.S. Postal service in 1972. The building was designed by Vlasimil Koubek, a local architect. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Comsat Building (South Building) (1965), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), and the plaza.¹⁶ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th

Figure 3-45 | USPS Building (Google Maps)



¹⁵ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 92.

¹⁶ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 92.

century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

6. 398 Long Bridge Drive

Location: 398 Long Bridge Drive, Arlington, VA

Date of Construction: 1957

A brick-clad commercial building. The building is composed of a two-story entrance block, and large, one-story warehouse space. The building's façade appears to have undergone several alterations, including changes to the fenestration, window replacement, main entrance alteration, and the addition of first floor awnings. The building appears to lack historic significance and integrity and is likely not eligible for listing in the NRHP.

Figure 3-46 | 398 Long Bridge Drive
(Google Maps)



APPENDIX F: ACHP LETTER

DRAFT



Preserving America's Heritage

December 21, 2018

Ms. Amanda Murphy
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Ref: *Proposed Long Bridge Project*
Arlington, Virginia and Washington, District of Columbia
ACHPConnect Log Number:13480

Dear Ms. Murphy:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Virginia and Washington, DC State Historic Preservation Officer's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

APPENDIX G: NATIVE AMERICAN TRIBE INITIATION LETTERS

DRAFT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Dr. Wenonah G. Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

Dear Dr. Haire:

The Federal Railroad Administration (FRA) is the lead federal agency responsible for conducting consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR § 800 (Section 106) for the Long Bridge Project (the Project). The Project consists of potential improvements to the Long Bridge and related railroad infrastructure between the District of Columbia and Arlington, Virginia. The purpose of this letter is to provide background information on the Project and invite your organization or agency participate in the Section 106 process as a consulting party.

Long Bridge Project Background

The existing Long Bridge was constructed in 1904, and is owned and maintained by CSX Transportation (CSXT). Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and Virginia Railway Express (VRE) commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them currently.

The purpose of the Project is to provide additional long-term rail capacity to improve the reliability of rail service through the Long Bridge corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national railroad network. Additional information is available on the Long Bridge Project website: www.longbridgeproject.com.

Long Bridge Project Section 106, EIS, and Consulting Party Role

FRA provided grant funding to the District Department of Transportation (DDOT) for preliminary engineering and environmental review for the Project. Currently, there is no funding for construction of the Project, but Section 106 consultation is being conducted because FRA may provide construction funding in the future.

The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the proposed Project; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures. By way of this letter, FRA is inviting your agency or organization to participate as a consulting party in the Section 106 process pursuant to 36 CFR § 800.3(f). If you would like more information regarding the role of a Section 106 consulting party, FRA encourages you to review the Advisory Council on Historic Preservation's *Citizen's Guide to Section 106 Review*: <http://www.achp.gov/docs/CitizenGuide.pdf>.

FRA is coordinating Section 106 consultation with the National Environmental Policy Act (NEPA) process. To comply with NEPA, FRA and DDOT are preparing an Environmental Impact Statement (EIS) to analyze potential impacts associated with the range of alternatives under consideration. FRA published a Notice of Intent (NOI) to prepare the EIS in the Federal Register on August 26, 2016. Following the NOI publication, a 45-day public scoping period commenced. In conjunction with the scoping period, FRA initiated the Section 106 process with the District of Columbia State Historic Preservation Officer (DC SHPO) and Virginia Department of Historic Resources (VDHR). Interagency and public scoping meetings were held on September 14, 2016.

Historic Properties

The Long Bridge is a contributing resource to the East and West Potomac Parks Historic District. FRA and DDOT conducted a preliminary identification of historic properties within or adjacent to the Long Bridge corridor, which extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street SW in Washington, DC. Please see the attachment to review the historic properties that have been identified to date.

Next Steps

FRA and DDOT invite you to attend the first Section 106 consulting parties meeting for the Long Bridge Project scheduled for **Tuesday, April 25, 2017 at the DDOT Office, 55 M Street, SE, Washington, DC or via teleconference from 1:00 – 3:00 PM EST** (conference line information will be provided in a separate communication). We would appreciate your participation in this meeting to provide feedback that will help guide the identification of historic properties.

If you wish to participate as a consulting party, please complete the attached form and return it to FRA by April 28, 2017. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps. If you are not the appropriate point of contact for your organization, please feel free to forward this communication.

FRA and DDOT appreciate your interest in the Long Bridge Project. If you have any questions about the Project or the Section 106 process, please contact Amanda Murphy, FRA Environmental Protection Specialist, at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Attachments:

Consulting Party Invitation Response Form
Cultural Resources Preliminary Data Collection

cc: Amanda Murphy, FRA
Anna Chamberlain, DDOT
David Maloney, DC SHPO
Andrew Lewis, DC SHPO
Julie Langan, VDHR
Ethel Eaton, VDHR

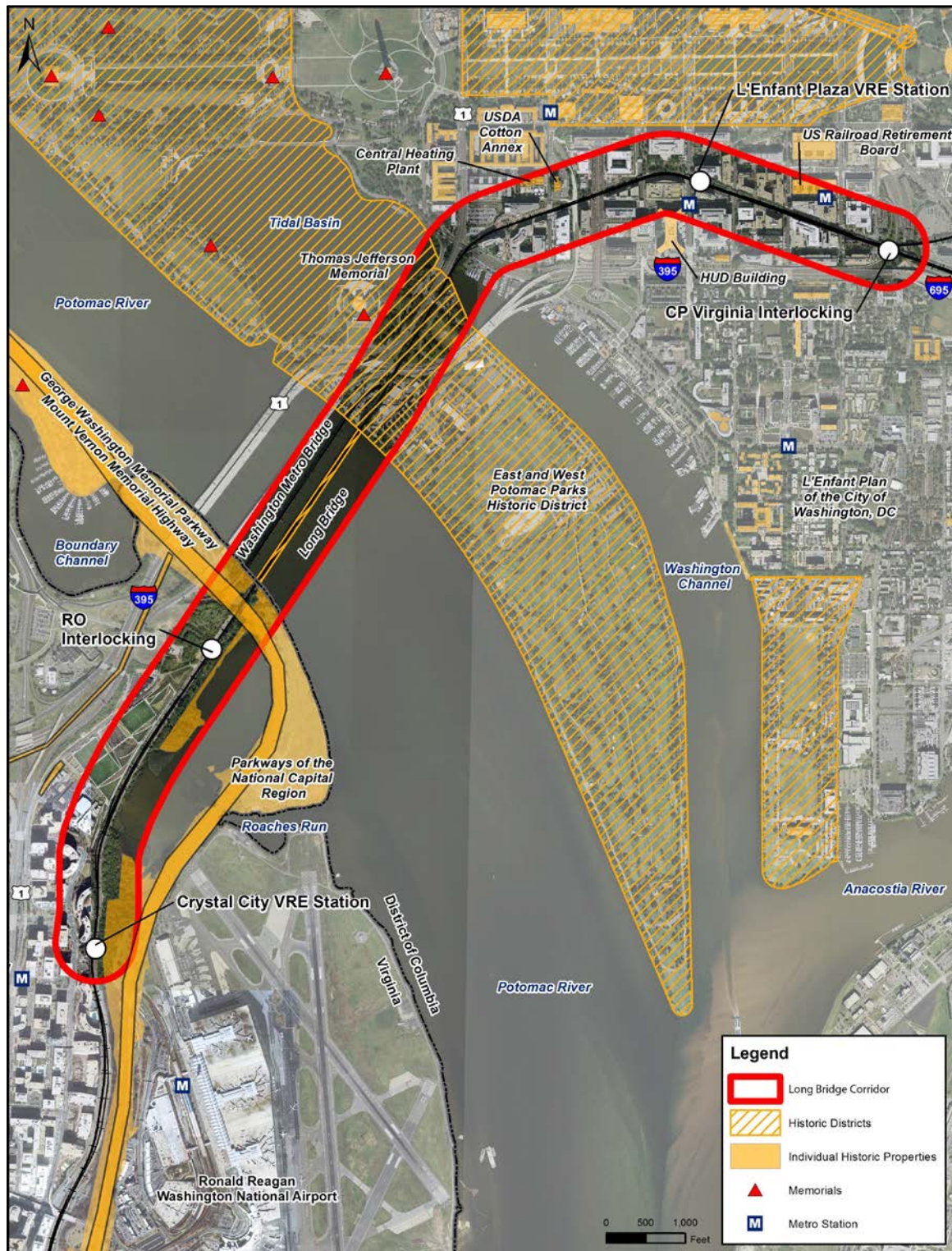
I would like to participate as a Section 106 consulting party for the Long Bridge Project:

Contact Name (Print)	Organization/Agency	
Address	State	Zip Code
Phone Number	Email Address	
Signature	Date	

Please return a response by **April 28, 2017** to:

Email: amanda.murphy2@dot.gov

| Preliminary Identification - Historic properties within and near the Long Bridge Corridor



Preliminary Identification - Historic properties within and near the Long Bridge Corridor

Name	Owner	Location	Historic Significance	NRHP ID	State ID
Parkways of the National Capital Region	NPS	Washington Region Multi-Property Submission	Multi-property submission for scenic parkways of the Washington, DC region including George Washington Memorial Parkway and Mount Vernon Memorial Highway.	NRHP# 64500086	DHR# 029-5524
L'Enfant Plan of the City of Washington, DC	NPS-NCR	Washington Region Multi-Property Submission	Multi-property submission for the street grid, diagonal avenues, parks, vistas among monuments and sites over federal land within the L'Enfant Plan boundary, and the airspace above this matrix up to the legal height limit in the City	NRHP#97 000332	--
East and West Potomac Parks Historic District	NPS-NAMA	Washington, DC	Historic district comprising 730 acres of park land along the Potomac River. Standing memorials in the parks include the Lincoln and Jefferson Memorial. The Long Bridge (aka, the Potomac River Swing Bridge) was also identified as a contributing element to the historic district.	NRHP# 73000217	ID#D_028
Thomas Jefferson Memorial	NPS-NAMA	East Basin Drive SW, Washington, DC	National Memorial dedicated to Thomas Jefferson.	NRHP# 66000029	ID#L_0296
Central Heating Plant	GSA	325 13 th Street SW, Washington, DC	A heating plant completed in 1936 to supply steam to Federal buildings. Designed under the guidance of the US Commission of Fine Arts.	NRHP# 07000637	ID#L_0289 /L_0704
USDA¹ Cotton Annex	GSA	300 12 th Street SW, Washington, DC	The Bureau of Agricultural Economics (BAE) Building, now known as the Cotton Annex, was built in 1936–1937 for the US Department of Agriculture (USDA) under the auspices of Supervising Architect of the Treasury Louis A. Simon (1933–1939).	NRHP# 15000683	ID#L_1458
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Mr. Brice Obermeyer
Director, Delaware Tribe Historic Preservation Office
Delaware Tribe of Indians
1200 Commercial Street
Roosevelt Hall, Room 212
Emporia, KS 66801

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

Dear Mr. Obermeyer:

The Federal Railroad Administration (FRA) is the lead federal agency responsible for conducting consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR § 800 (Section 106) for the Long Bridge Project (the Project). The Project consists of potential improvements to the Long Bridge and related railroad infrastructure between the District of Columbia and Arlington, Virginia. The purpose of this letter is to provide background information on the Project and invite your organization or agency participate in the Section 106 process as a consulting party.

Long Bridge Project Background

The existing Long Bridge was constructed in 1904, and is owned and maintained by CSX Transportation (CSXT). Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and Virginia Railway Express (VRE) commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them currently.

The purpose of the Project is to provide additional long-term rail capacity to improve the reliability of rail service through the Long Bridge corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national railroad network. Additional information is available on the Long Bridge Project website: www.longbridgeproject.com.

Long Bridge Project Section 106, EIS, and Consulting Party Role

FRA provided grant funding to the District Department of Transportation (DDOT) for preliminary engineering and environmental review for the Project. Currently, there is no funding for construction of the Project, but Section 106 consultation is being conducted because FRA may provide construction funding in the future.

The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the proposed Project; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures. By way of this letter, FRA is inviting your agency or organization to participate as a consulting party in the Section 106 process pursuant to 36 CFR § 800.3(f). If you would like more information regarding the role of a Section 106 consulting party, FRA encourages you to review the Advisory Council on Historic Preservation's *Citizen's Guide to Section 106 Review*: <http://www.achp.gov/docs/CitizenGuide.pdf>.

FRA is coordinating Section 106 consultation with the National Environmental Policy Act (NEPA) process. To comply with NEPA, FRA and DDOT are preparing an Environmental Impact Statement (EIS) to analyze potential impacts associated with the range of alternatives under consideration. FRA published a Notice of Intent (NOI) to prepare the EIS in the Federal Register on August 26, 2016. Following the NOI publication, a 45-day public scoping period commenced. In conjunction with the scoping period, FRA initiated the Section 106 process with the District of Columbia State Historic Preservation Officer (DC SHPO) and Virginia Department of Historic Resources (VDHR). Interagency and public scoping meetings were held on September 14, 2016.

Historic Properties

The Long Bridge is a contributing resource to the East and West Potomac Parks Historic District. FRA and DDOT conducted a preliminary identification of historic properties within or adjacent to the Long Bridge corridor, which extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street SW in Washington, DC. Please see the attachment to review the historic properties that have been identified to date.

Next Steps

FRA and DDOT invite you to attend the first Section 106 consulting parties meeting for the Long Bridge Project scheduled for **Tuesday, April 25, 2017 at the DDOT Office, 55 M Street, SE, Washington, DC or via teleconference from 1:00 – 3:00 PM EST** (conference line information will be provided in a separate communication). We would appreciate your participation in this meeting to provide feedback that will help guide the identification of historic properties.

If you wish to participate as a consulting party, please complete the attached form and return it to FRA by April 28, 2017. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps. If you are not the appropriate point of contact for your organization, please feel free to forward this communication.

FRA and DDOT appreciate your interest in the Long Bridge Project. If you have any questions about the Project or the Section 106 process, please contact Amanda Murphy, FRA Environmental Protection Specialist, at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Attachments:

Consulting Party Invitation Response Form
Cultural Resources Preliminary Data Collection

cc: Amanda Murphy, FRA
Anna Chamberlain, DDOT
David Maloney, DC SHPO
Andrew Lewis, DC SHPO
Julie Langan, VDHR
Ethel Eaton, VDHR

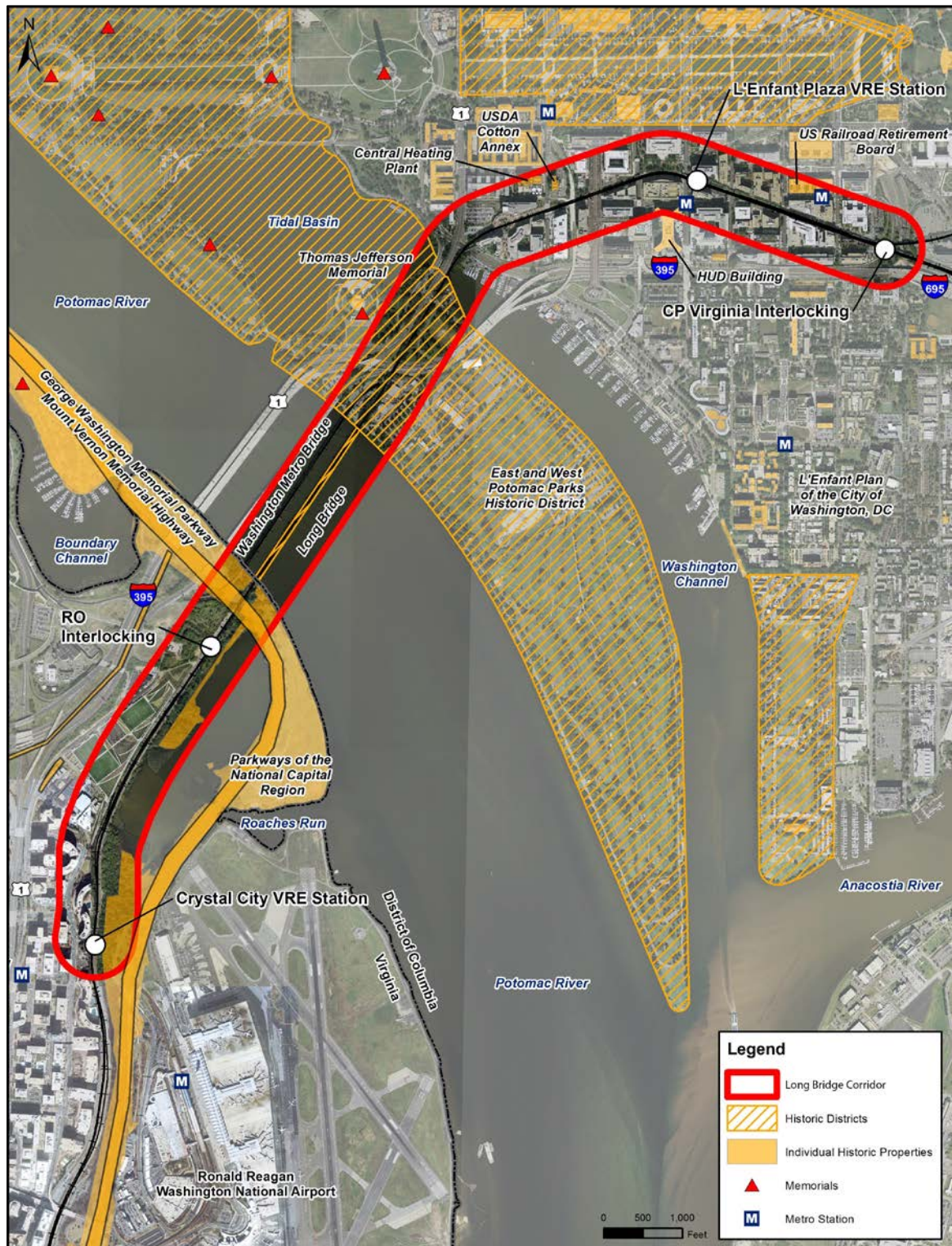
I would like to participate as a Section 106 consulting party for the Long Bridge Project:

Contact Name (Print)	Organization/Agency	
Address	State	Zip Code
Phone Number	Email Address	
Signature	Date	

Please return a response by **April 28, 2017** to:

Email: amanda.murphy2@dot.gov

| Preliminary Identification - Historic properties within and near the Long Bridge Corridor



Preliminary Identification - Historic properties within and near the Long Bridge Corridor

Name	Owner	Location	Historic Significance	NRHP ID	State ID
Parkways of the National Capital Region	NPS	Washington Region Multi-Property Submission	Multi-property submission for scenic parkways of the Washington, DC region including George Washington Memorial Parkway and Mount Vernon Memorial Highway.	NRHP# 64500086	DHR# 029-5524
L'Enfant Plan of the City of Washington, DC	NPS-NCR	Washington Region Multi-Property Submission	Multi-property submission for the street grid, diagonal avenues, parks, vistas among monuments and sites over federal land within the L'Enfant Plan boundary, and the airspace above this matrix up to the legal height limit in the City	NRHP#97 000332	--
East and West Potomac Parks Historic District	NPS-NAMA	Washington, DC	Historic district comprising 730 acres of park land along the Potomac River. Standing memorials in the parks include the Lincoln and Jefferson Memorial. The Long Bridge (aka, the Potomac River Swing Bridge) was also identified as a contributing element to the historic district.	NRHP# 73000217	ID#D_028
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Mr. Jason Ross
Section 106 Manager
Delaware Nation
P.O. Box 825
Anadarko, OH 73005

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

Dear Mr. Ross:

The Federal Railroad Administration (FRA) is the lead federal agency responsible for conducting consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR § 800 (Section 106) for the Long Bridge Project (the Project). The Project consists of potential improvements to the Long Bridge and related railroad infrastructure between the District of Columbia and Arlington, Virginia. The purpose of this letter is to provide background information on the Project and invite your organization or agency participate in the Section 106 process as a consulting party.

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Long Bridge Project Section 106, EIS, and Consulting Party Role

FRA provided grant funding to the District Department of Transportation (DDOT) for preliminary engineering and environmental review for the Project. Currently, there is no funding for construction of the Project, but Section 106 consultation is being conducted because FRA may provide construction funding in the future.

The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the proposed Project; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures. By way of this letter, FRA is inviting your agency or organization to participate as a consulting party in the Section 106 process pursuant to 36 CFR § 800.3(f). If you would like more information regarding the role of a Section 106 consulting party, FRA encourages you to review the Advisory Council on Historic Preservation's *Citizen's Guide to Section 106 Review*: <http://www.achp.gov/docs/CitizenGuide.pdf>.

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If you wish to participate as a consulting party, please complete the attached form and return it to FRA by April 28, 2017. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps. If you are not the appropriate point of contact for your organization, please feel free to forward this communication.

FRA and DDOT appreciate your interest in the Long Bridge Project. If you have any questions about the Project or the Section 106 process, please contact Amanda Murphy, FRA Environmental Protection Specialist, at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
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Attachments:

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Cultural Resources Preliminary Data Collection

cc: Amanda Murphy, FRA
Anna Chamberlain, DDOT
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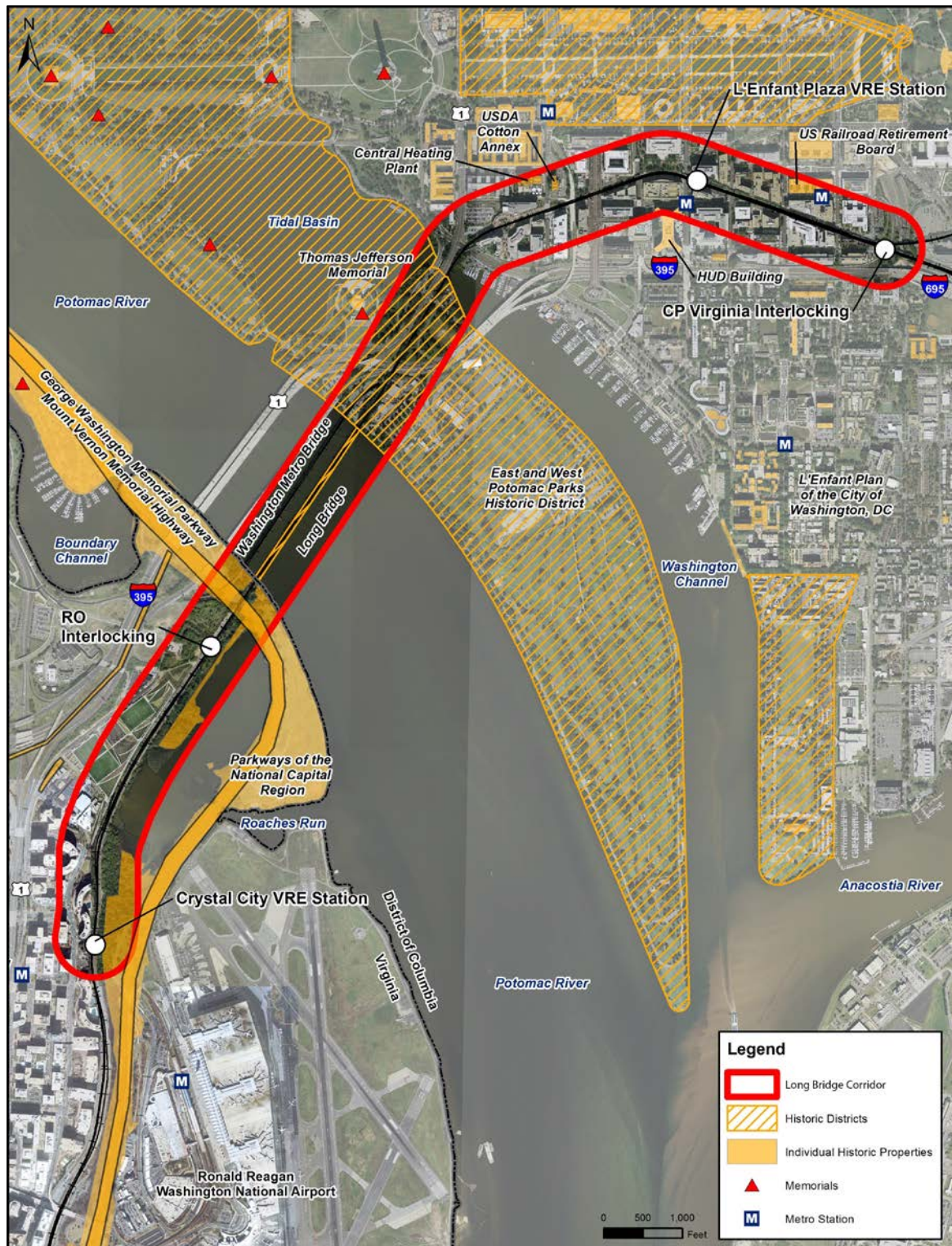
I would like to participate as a Section 106 consulting party for the Long Bridge Project:

Contact Name (Print)	Organization/Agency	
Address	State	Zip Code
Phone Number	Email Address	
Signature	Date	

Please return a response by **April 28, 2017** to:

Email: amanda.murphy2@dot.gov

| Preliminary Identification - Historic properties within and near the Long Bridge Corridor



Preliminary Identification - Historic properties within and near the Long Bridge Corridor

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APPENDIX H: SUMMARIES OF CONSULTING PARTY MEETINGS

DRAFT



SECTION 106 CONSULTING PARTY MEETING #1

Date: Tuesday, April 25, 2017

Time: 1:00 PM to 3:00 PM

Place: DDOT HQ - 55 M St SE, Washington, DC and via teleconference

FINAL 5/15/2017

Attendance:

NAME	ORGANIZATION	PHONE	EMAIL
Anna Chamberlin	DDOT	202.671.2218	anna.chamberlin@dc.gov
Kate Youngbluth	DDOT	202.645.8625	katherine.youngbluth@dc.gov
Steve Plano	DDOT	202.671.2274	Stephen.plano@dc.gov
Jonathan Rogers	DDOT	202-671-3022	jonathan.rogers.2@dc.gov
Amanda Murphy	FRA	202.493.0624	amanda.murphy2@dot.gov
Bradley Decker	BAH	202.346.9299	decker_bradley@bah.com
Paz Aviles (via phone)	BAH	301.219.5006	aviles_maria@bah.com
Frances Burg	FRA	202.493.0558	frances.burg@dot.gov
Paul Moyer	VHB	571-389-8140	pmoyer@vhb.com
Lee Farmer	VHB	571-389-8162	lfarmer@vhb.com
Tom Hickey	VRE	703-980-2930	thickey@vre.org
Oscar Gonzalez	VRE	703-838-9325	ogonzalez@vre.org
Bill Marzella	EHT Traceries	202-393-1199	bill.marzella@traceries.com
Laura Hughes	EHT Traceries	202-393-1199	Laura.hughes@traceries.com
Dave Salmon	Crystal City Civic Association (CCCA)	703-416-6750	dave.salmon@rmxtalk.com
Carol Fuller	CCCA	703-477-5954	cfuller603@aol.com
Amrita Hill	Amtrak	202-906-2481	hilla@amtrak.com
Johnette Davies	Amtrak	215-349-1354	johnette.davies@amtrak.com
Jeremy Peterson	APKS	202-942-5029	jeremy.peterson@apks.com
Randy Marcus	CSX	804-916-1532	randy_marcus@csx.com
Mike Commisso	NPS	202-245-4693	michael_commisso@nps.gov
Bradley Krueger	NPS-GWMP	703-289-2509	bradley_krueger@nps.gov
Jamie Herr	AOC	202-226-3414	jherr@aoc.gov
Tambo Prince	AOC	202-438-5595	tprince@aoc.gov
FJ Lindstrom	CFA	202-504-2200	flindstrom@cfa.gov
Lee Webb	NCPC	202-742-4280	lee.webb@ncpc.org
Andrew Lewis	DCSHPO	202-442-8841	andrew.lewis@dc.gov
Dan Koenig	FTA	202-219-3528	daniel.koenig@dot.gov
Ethel Eaton (via phone)	VDHR	804- 367-2323	ethel.eaton@dhr.virginia.gov
Lexie Albe (via phone)	Southwest BID	202-618-3515	lalbe@swbid.org



- Anna Chamberlain (DDOT) opened meeting and invited attendees, including those calling in remotely, to introduce themselves.
- DDOT reviewed the meeting agenda; provided an overview of the Long Bridge existing conditions and capacity; the Long Bridge Project scope; the phased approach to alternatives development and environmental documentation; the extent of the Long Bridge Corridor; the Purpose and Need Statement; and Preliminary Concepts.
 - Various attendees asked for additional information/clarification regarding the number of bridges and other contributing structures along the Long Bridge corridors (in addition to the Long Bridge itself), and if any had been determined as historic.
 - RESPONSE: In addition to the Long Bridge itself, there are 6 component bridges (including the Long Bridge) within the Long Bridge Corridor. The Long Bridge is a contributing resource to the East and West Potomac Parks Historic District. Otherwise, none of the component bridges are listed in the NRHP.
 - DCSHPO asked if these would include the bridges and overpasses that follow the Virginia Avenue corridor.
 - RESPONSE: As a component of this phase of the project, infrastructure will be studied in greater detail.
 - Amtrak noted that it would be helpful to illustrate other ongoing studies in the vicinity of the corridor, such as the Crystal City VRE station and L'Enfant Plaza.
 - RESPONSE: An illustration of these studies will be provided to Consulting Parties.
 - DC SHPO asked if the Amtrak bridge over South Capitol Street would be affected.
 - RESPONSE: It is unlikely that the bridge over South Capitol Street would be affected.
 - FTA asked for additional information regarding the development of the Study Area.
 - RESPONSE: DDOT confirmed that the study area has not changed since NEPA was initiated. In Phase I, the study area reached Alexandria, but was adjusted to avoid overlapping with DC2RVA Project.
- DDOT presented the Preliminary Concepts. They noted that they were not associated with infrastructure at this point. Concepts 9 and 10—which consider a new corridor location—were added in response to fall 2016 scoping comments.
 - DCSHPO asked if a geographic area was defined for a potential new corridor.
 - RESPONSE: It has not.
- Amanda Murphy (FRA) presented an overview of the Section 106 consultation process, including the preliminary identification of historic properties, historic photographs of the Long Bridge, an outline of future efforts to continue the identification of historic properties, the roles of the consulting parties; and coordination of Section 106 and NEPA efforts; information on upcoming NEPA Interagency and public meetings on May 16, 2017.
 - Some attendees noted that not all historic properties had been identified
 - RESPONSE: The identification of historic properties would continue throughout the Section 106 process, and FRA welcomes additional comments. Please provide any information you have regarding additional designated or potential historic properties.

- FRA provided information for the upcoming Interagency and Section 106/NEPA Public Meetings.
 - FRA provided information for consulting parties to submit comments, requested by May 9, 2017.
 - FRA noted that the address listed could be used for formal correspondence, but preferred letters be sent by email.
- DCSHPO noted that, per the Section 106 implementing regulations, the Area of Potential Effects (APE) should be delineated before historic properties are identified.
- DCSHPO also stated that as the Long Bridge is highly visible, FRA should draft the APE to be as large as possible to consider views.
- DCSHPO asked if FRA has specific guidelines for the identification of historic properties in the APE.
 - RESPONSE: There is no FRA guidance; however, they intend to create both a direct and indirect APE.
 - DCSHPO stated that, although no engineering was associated with the alternatives at this point, APE development should assume a worst-case scenario (i.e., a taller replacement bridge structure)
 - Attendees encouraged FRA to develop one APE that addresses all alternatives, to expedite the review process
- CFA encouraged FRA to add the FAA, MWAA, and Pentagon (DOD) to the consulting parties list.
 - RESPONSE: FAA and MWAA are participating agencies for the EIS. FRA will invite DOD to be a participating agency. FRA has determined that these agencies' potential concerns/issues are more suited to be addressed during the NEPA process, rather than as a consulting party under Section 106.
- NPS NAMA asked which Tribal Historic Preservation Offices were consulted thus far.
 - RESPONSE: The Pamunkey Tribe declined to participate in consultation unless an inadvertent archaeological discovery was made. FRA added that other Tribes, identified by VDHR, were invited to participate as consulting parties.
- The Crystal City Civic Association queried if FRA and DDOT consulted with the State of Maryland to consider the ongoing project to replace the US-301 bridge and how that project may offer an alternative corridor.
 - RESPONSE: We have not.
 - CFA added that it might be desirable to avoid hazardous materials entering the District.
- FTA questioned the project's potential to create an adverse effect.
 - RESPONSE: One potential adverse effect could be due to the potential replacement of the Long Bridge itself, which is a contributing element to the East and West Potomac Parks Historic District.
- NPS NAMA encouraged the consideration of potential indirect adverse effects to the National Mall and Plan of the City of Washington historic districts.
 - RESPONSE: Comment noted; this will be considered.

CONSULTING PARTIES MEETING #2 MEETING NOTES

Date: Wednesday, November 15, 2017
 Time: 12:30 PM to 2:00 PM
 Place: Phone call and in-person (DCOP Office)

FINAL 01/08/2018

Attendees:

NAME	PHONE	EMAIL
DDOT	55 M Street SE, Suite 500, Washington, DC 20003	
Anna Chamberlin	202.671.2218	anna.chamberlin@dc.gov
Kate Youngbluth	202.645.8625	katherine.youngbluth@dc.gov
Steve Plano	202.671.2274	stephen.plano@dc.gov
FRA	1120 Vermont Ave NW, Washington, DC 20005	
Amanda Murphy	202.493.0624	amanda.murphy2@dot.gov
Russell Krupen	202.493.0888	russell.krupen@dot.gov
Bradley Decker (contract support, BAH)	202.346.9299	decker_bradley@bah.com
AOC	441 D Street SW, H2-54, Washington, DC 20515	
Jamie Herr (via phone)	202.226.0800	jherr@aoc.gov
Amtrak	60 Massachusetts Ave NE, Washington, DC 20002	
Amrita Hill	202.906.2481	hilla@amtrak.com
Johnette Davies	215.349.1354	johnette.davies@amtrak.com
CFA	401 F Street NW, Suite 312, Washington, DC 20001	
Frederick Lindstrom	202.504.2200	flindstrom@cfa.gov
DC SHPO	110 4th Street SW, Ste. 650 East, Washington, DC 20024	
Andrew Lewis	202.442.8841	andrew.lewis@dc.gov
GSA	301 7th Street SW, Rm. 4004, Washington, DC 20407	
Nancy Witherell (via phone)	202.260.0663	nancy.witherell@gsa.gov
VDHR	2801 Kensington Ave., Richmond, VA 23221	
Ethel Eaton (via phone)	804.482.6088	ethel.eaton@dhr.virginia.gov
Adrienne Birge-Wilson (via phone)	804.482.6087	Adrienne.Birge-Wilson@dhr.virginia.gov
VRE	1500 King St, Suite 202, Alexandria, VA 22314	

NAME	PHONE	EMAIL
Oscar Gonzalez	703.838.9325	ogonzalez@vre.org
CSXT	1331 Pennsylvania Ave NW #560, Washington, DC 20004	
Randy Marcus	804.916.1532	randy_marcus@csx.com
DRPT	600 E. Main St #2102, Richmond, VA 23219	
Randy Selleck	804.591.4442	randy.selleck@drpt.virginia.gov
NCPC	401 9th Street NW, Suite 500, Washington, DC, 20004	
Lee Webb	202.482.7239	lee.webb@ncpc.gov
Meghan Spigle (via phone)	202.482.7200	meghan.spigle@ncpc.gov
NPS	1100 Ohio Drive SW, Washington, DC 20242	
Bradley Krueger	703.289.2509	bradley_krueger@nps.gov
Tammy Stidham	202.619.7474	tammy_stidham@nps.gov
Ashley Intemann	202.245.4711	ashley_intemann@nps.gov
VHB	1875 Eye Street NW, 5th Floor, Washington, DC 20006	
Lee Farmer	571.389.8162	lfarmer@vhb.com
Carmen Bernett	571.389.8143	cbernett@vhb.com
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A. Purpose and Need

- Anna Chamberlin (DDOT) reviewed the Purpose and Need for the project, which is to provide additional capacity, network connectivity, and resiliency and redundancy within the Long Bridge Corridor.

B. Project Overview and Schedule

- DDOT provided an overview of the Long Bridge. The bridge is a two-track steel truss railroad bridge constructed in 1904. It is a contributing element to the East and West Potomac Parks Historic District. It is currently owned by CSXT and on average services 76 freight, intercity passenger, and commuter rail trains per day.
- DDOT described the updated Project Area Limits to the Consulting Parties.

- Concept refinement to date has established that any physical changes to existing infrastructure would not extend beyond the RO and LE interlockings.
- The official northern terminus of the DC to Richmond Southeast High-Speed Rail (DC2RVA) project as stated in the Tier II Draft EIS is Control Point Rosslyn (RO) at milepost CFP 110 in Arlington, Virginia. The RO Interlocking provides a transition point between these separate and independent projects and is therefore the appropriate place to set the limits of the Long Bridge Project.
- The planned Virginia Railway Express (VRE) L'Enfant Station and storage track project includes the eventual conversion of the existing storage tracks into a full fourth track between LE and Virginia Interlockings. The LE Interlocking provides a transition point between the separate and independent Long Bridge and VRE projects and is therefore the appropriate place to set the limits of the Long Bridge Project.
- All the projects discussed have independent utility.
- These other projects, DC2RVA and VRE projects, will be included in the Long Bridge EIS in the No Action and Cumulative Effects Chapters. All the projects will be subject to Section 106 and therefore the entire corridor will still be examined.
- DC SHPO asked whether all projects in the corridor have an FRA action. Amanda Murphy (FRA) responded that the VRE L'Enfant Station project would likely be led by FTA once it is federally assisted or funded. FRA is the lead on the DC2RVA project, and has been coordinating with VDHR. DC SHPO has not been involved with DC2RVA because the project is located entirely in Virginia.
- The Crystal City Civic Association later asked if those separate undertakings removed from the Long Bridge Project area would be addressed in a separate Section 106 consultation process. FRA confirmed that it would, but by different federal agencies in accordance with Section 106 regulations.
- DDOT reviewed the Section 106 and NEPA schedules
 - Methodology report has been sent out to the Cooperating and Participating Agencies; comments are due December 4, 2017.

C. Level 1 Concept Screening Results

- Amanda Murphy (FRA) reviewed the Level 1 Concept Screening process and results that were presented to the public and agencies in May 2017. The Level 1 Concepts were screened against the Purpose and Need.
 - DC SHPO asked why the new corridor concept was eliminated. FRA responded that the concept did not meet the project need for connectivity.
 - DC SHPO asked whether specific new corridors were considered as a part of the new corridor concept. FRA responded that while the project team is aware of the previous work related to alternate railroad corridors, the concepts reviewed as part of the Level 1 Screening did not include specific alignments.
- FRA informed participants that the Level 2 Screening process is currently underway. This process will identify alternatives to be considered in the DEIS. Once the screening is finalized, the alternatives will be presented at the next public meeting planned for December or January.
- Additional clarification was requested regarding the bike and pedestrian bridge alternatives. FRA clarified that this structure could be implemented independently of the rail bridge.

D. Draft Area of Potential Effect (APE)

- FRA described the Draft APE and the process used to develop the boundary of the APE.
 - APE boundary (delineated as a red dotted line on the map) is generous and takes into consideration seasonal tree coverage and long-distance views from high points.
 - APE considers both direct and indirect impacts.
 - Visibility of the Long Bridge determined the formation of the outer boundary of the APE.
- The APE was developed based on the concepts retained after the Level 1 Concept Screening. The Limits of Disturbance (shaded gray on the map) encompass the largest predicted limit of disturbance based on a 5-track bridge including a pedestrian and bike bridge (including the associated approach ramps) and track work that would occur in the corridor.
- Bill Marzella (Traceries) presented the field survey photographs and findings for sample areas throughout the APE. Traceries noted the following:
 - The presentation is not inclusive of all survey work completed.
 - Field survey was conducted from publicly accessible areas.
 - Viewsheds were based on the assumption that a new bridge would be equally or less visible than current Long Bridge structure.
- Traceries noted that there are several overlapping Historic Districts within the APE. This includes: portions of the National Mall, Washington Monument Grounds, and East and West Potomac Parks; and Arlington House and Arlington National Cemetery.

Questions and Discussion

- Participant asked if the APE boundaries were changed for the various concepts. FRA responded that the APE boundaries are broad in order to encompass all concepts, and the footprints of the various bridge concepts are not widely varied as they all must connect to the railroad tracks on either side of the Long Bridge.
- VDHR expressed concern that the draft APE does not include Arlington House, while the Long Bridge can be viewed from there. FRA responded that areas within the primary Draft APE (indicated with a red, dashed line) are the areas from which the Long Bridge Corridor is most visible; however, the APE is discontinuous to include several locations from which the project area is visible at a specific point but not from the surroundings.
 - DC SHPO noted that they agree with this approach.
 - **ACTION:** FRA to invite Arlington Cemetery to be a consulting party to the Project.
- DC SHPO stated the Parties will need general massing and dimensions of the design concepts to assess effects.
- One unidentified attendee asked whether effects will be assessed on several alternatives. FRA responded that yes, effects will be assessed on all alternatives. The assessment of effects will factor into the preferred alternative selection.
- VDHR asked whether the project team intends to assess archaeological sites and when that work will be conducted. FRA responded that yes, it will be conducted.
 - **ACTION:** FRA to follow up with the Parties on schedule and approach of archaeological assessment.
- DC SHPO asked what informed the canted shape of the Limits of Disturbance. Traceries replied that it reflected potential Long Bridge realignments in addition to a potential, separate bike and pedestrian bridge structure and approach ramps.
- DC SHPO asked about the scope of construction within the Long Bridge corridor aside from the Long Bridge. Would other bridges in the District be affected, including the pedestrian

- bridge over Maine Avenue? DDOT responded that limits of disturbance will generally be within the existing right-of-way, noting that historically there was an additional track that has since been removed. There is the potential for impact to bridges within the corridor, including the pedestrian bridge over Maine Avenue. Because the project limits end at LE Interlocking, there would be no impacts to bridges past 10 Street SW.
- NPS will follow up with official correspondence, but mentioned additional areas to survey (see below). NPS asked if consultation with tribes is underway. FRA responded that VDHR provided a list of tribes to consult (Delaware Nation, Delaware Tribe of Indians, Catawba Indian Nation, and Pamunkey Tribe). The Delaware Nation agreed to participate as a consulting party and the Delaware Tribe of Indians declined to participate. The Catawba Indian Nation and the Pamunkey Tribe were invited to participate but did not respond.
 - VDHR noted that Arlington House is located within Arlington National Cemetery, but that it is a separate property and is administered by the George Washington Memorial Parkway.
 - **ACTION:** On subsequent, revised APE maps, an asterisk will indicate the separate ownership of Arlington Cemetery and Arlington House.
 - VDHR stated that Arlington National Cemetery should be invited to act as a consulting party.
 - Additional suggested areas to survey include:
 - Air Force Memorial
 - East Plaza and high points at the Pentagon, including transit center
 - Inside the historic section of Ronald Reagan Washington National Airport
 - Old Post Office Tower
 - Arlington Ridge Park
 - Netherlands Carillon (NPS to coordinate access)

E. Identification of Historic Properties

1. Presentation

- Traceries described the historic properties identified within the draft APE including:
 - Properties and districts listed in the National Register of Historic Places;
 - Properties determined eligible;
 - National Historic Landmarks (NHL);
 - Properties in the DC Inventory of Historic Sites and the Virginia Landmarks Register;
 - Arlington County Local Historic Sites; and
 - Properties greater than 45 years of age that were not previously identified that may be eligible in the future.

2. Questions and Discussion

- VDHR stated Arlington House is a NHL
 - **ACTION:** Traceries to confirm NHL status of Arlington House with VDHR.
- It was asked whether the Pentagon is a Consulting Party. The Pentagon should be marked as a landmark if it is included in the APE. FRA responded that the Pentagon was invited to be a Consulting Party.
- DC SHPO requested that DDOT and FRA coordinate with DC SHPO on identification of buildings that are over 45 years old as DC SHPO is aware of buildings that fall into that category but have been deemed ineligible. DC SHPO noted that they did not consider the Roosevelt Bridge to be eligible.

- GSA stated that a determination of eligibility (DOE) on the Liberty Loan Federal Building is currently being finalized.
 - **ACTION:** GSA to provide additional information on Liberty Loan Federal Building DOE.
- Representatives from the Crystal City Civic Association asked about buildings 35 and 36 on the map, marked as structures over 45 years old. Traceries and FRA noted that these buildings have been extensively modified and are likely not eligible. General discussion followed regarding these buildings, noting that many of the buildings in this area do exceed fifty years of age, but have been retrofitted and no longer retain their original appearances.
- VDHR stated the Virginia properties over 45 years old but not previously identified should be surveyed and documented in the V-CRIS system to VDHR standards.
- DC SHPO asked if any properties within the Draft APE had been designated as NHLs. Traceries responded that only St. Elizabeths Hospital Historic District had been identified (in addition to possibly Arlington House, per discussion above). DC SHPO noted that FRA must meet the Section 106 regulations as they apply to NHLs.
- Bradley Krueger (NPS GWMP) provided several comments on the identification of historic properties, including: the Arlington Memorial Bridge and approaches have a separate historic designation from Arlington Cemetery; Mount Vernon Highway and Arlington Cemetery do not overlap; and several documented cultural landscapes in the APE, including Gravelly Point, Roaches Run, the Memorial Avenue Corridor, and Lady Bird Johnson Park.
 - Traceries responded that National Register, NPS, and V-CRIS often provide conflicting documentation on the designation and extent of historic properties. Traceries also noted that cultural landscape documentation would be critical in assessing effects.
 - FRA requested that NPS provide any documentation they may have on their historic properties, including GIS layers of boundaries, if available.
 - **ACTION:** NPS GWMP to provide documentation on historic properties and cultural landscapes in the APE.

F. **Next Steps**

- FRA and DDOT request comments on the Draft APE and identification of historic properties by December 6, 2017.
- FRA projected the following dates and topics for the next Consulting Parties meetings:
 - Spring 2018: Assess Adverse Effects
 - Summer 2018: Resolve Adverse Effects (if necessary)
- FRA/DDOT noted that the alternatives will likely be presented within a month or two, which will allow for the Assessment of Effects analysis to commence.

CONSULTING PARTIES MEETING #3

Date: Wednesday, May 30, 2018

Time: 1:00 PM to 2:30 PM

Place: 55 M St SE (DDOT Conference Room 531)

FINAL 06/19/18

Attendance:

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A. Introduction and Overview

- Kate Youngbluth (DDOT) opened the meeting and performed introductions.
- Amanda Murphy (FRA) provided an overview of the project.
 - The Long Bridge is a two-track steel truss railroad bridge constructed in 1904. It is a contributing element to the East and West Potomac Parks Historic District. It is currently owned by CSXT. CSXT, VRE and Amtrak currently operate on the bridge. Norfolk Southern has trackage rights.
 - On average 76 freight, intercity passenger, and commuter rail trains use the bridge per day.
 - Amanda noted that the bridge is the only railroad connection between Virginia and the District, with the next closest crossing in Harpers Ferry, WV.
 - The purpose of the Project is to provide additional capacity, network connectivity, and resiliency and redundancy within the Long Bridge Corridor.

B. Section 106 Process

- Amanda provided an overview of the Section 106 process, how it relates to the National Environmental Policy Act (NEPA) process, and consultation to date.
 - This meeting is the third Section 106 Consulting Parties meeting. DDOT and FRA have also held three public meetings to date that have served as Section 106 meetings.
 - At the previous Section 106 Consulting Parties meeting in November 2017, DDOT and FRA presented the Level 1 Concept Screening results, the Draft Area of Potential Effect (APE), and preliminary identification of historic properties.
 - DC SHPO and VDHR provided concurrence on the APE in March 2018.
 - Based on VDHR's suggestion at the last meeting, FRA reached out to Arlington National Cemetery and invited them to be a Consulting Party, but they declined.
- Bill Marzella (Tracerics) described the APE and identification of historic properties.
 - Bill noted that comments received from the Consulting Parties at the last meeting informed the final APE and list of historic properties.
 - DDOT and FRA conducted additional field survey in response to comments.
 - The field survey did not result in revisions to the APE, but DDOT and FRA did add several properties (viewsheds) outside the contiguous border:
 - Netherlands Carillon
 - Old Post Office Tower
 - Pentagon
 - Bill noted the limits of disturbance (LOD) within the APE and explained that this is there area within which DDOT and FRA would expect most of the direct effects to occur.
 - Lee Webb (NCPC) asked if there were any additional viewsheds had been added since the November meeting.

- Bill responded that DDOT and FRA surveyed five properties based on comments received from the Consulting Parties, but only the three mentioned above were added (Air Force Memorial and Ronald Reagan Washington National Airport were not added due to field survey results.)
- Phase 1A Archaeological Assessment
 - Bill noted that DDOT and FRA have initiated the Phase 1A Archaeological Assessment (Phase 1A) as suggested in November.
 - DDOT and FRA will present the initial findings to the Consulting Parties in Fall 2018 and will integrate the results into the Assessment of Effects Report and the cultural resources analysis in the Draft Environmental Impact Statement (DEIS).
 - Bill explained that the Phase 1A is a four-step process including:
 1. Archeological and historical background research
 2. Analysis of elevation change over time
 3. A site visit to field-verify the desktop assessment
 4. Preparation of the Phase 1A documentation, including a Management Summary and technical report.
 - Bill noted that DC SHPO and VDHR provided concurrence on the Phase 1A Work Plan in May 2018.
 - Elevation Change Analysis
 - Bill provided an overview of the elevation change (cut and fill) analysis, that tracks historic elevations against current topography. The analysis also includes bathymetric (underwater) elevations.
 - Bill showed an example heat map documenting areas of fill (red) vs. cuts (green).
 - Bill noted that this is a desktop assessment that will need to be followed up with fieldwork as the project advances.
 - Ruth Trocolli (DC SHPO) asked what year the map was prepared in. Bill responded that he believed it was from the 1880s but will clarify. Ruth noted the need to factor in some amount of variation due to the use of historic maps which were not as accurate as current maps. *(Note: Bill later clarified that the historic map used in the District to prepare the elevation change analysis is the 1880 Green Map, which Ruth Trocolli indicated was acceptable for analysis)*
 - Oscar Gonzalez (VRE) noted that the use of red and green can be challenging for color-blind individuals. Bill responded that this map is a standard map from ESRI GIS, but it can be modified or another color scheme can be picked. Ruth confirmed that there is no standard for this analysis and other colors can be used. Boll noted that the color spectrum is supplemented with counter lines at 5' intervals, allowing the map to be read independently of colors.

C. Action Alternatives

- Screening Process:
 - Kate provided an overview of the two-step concept screening process for the Project.

- The Level 1 screening occurred from Fall 2016 to Spring 2017. This screening narrowed 18 initial concepts (plus the No Action) down to the No Action and three concepts (three, four, and five or more tracks).
- The Level 2 screening started in Summer 2017 and resulted in two Action Alternatives, both with four tracks, and the No Action Alternative.
- Action Alternatives for the DEIS:
 - Kate presented the two Action Alternatives that will be analyzed in the DEIS and Section 106 process.
 - Alternative A would construct a new two-track bridge upstream of the existing bridge and retain the existing bridge, resulting in four tracks through the project limits.
 - Alternative B would construct a new two-track bridge upstream of the existing bridge and then replace the existing bridge with a new two-track bridge, resulting in four tracks through the project limits.
- Potential Bike-Pedestrian Crossing Opportunities
 - Kate noted that, as presented previously, the DDOT and FRA are continuing to explore the feasibility of bike-pedestrian crossing opportunities.
 - DDOT and FRA are looking at best practices related to railroad safety and operations.
 - Laurel Hammig (NPS-NCR) asked whether both attached and detached options were still being considered. Kate responded that both options are still being evaluated.

D. Methodology for Assessing Effects

- Bill presented the methodology for the assessment of effects.
 - Per the implementing regulations for Section 106 (36 CFR 800.5), an adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of:
 - Location
 - Design
 - Setting
 - Materials
 - Workmanship
 - Feeling
 - Association
 - Examples of adverse effects include:
 - Physical destruction of or damage to the property
 - Alterations to a property (including restoration, rehabilitation, repair, maintenance, stabilization, etc.) that are not consistent with the *Secretary's Standards for the Treatment of Historic Properties*
 - Removal of a property from its historic location
 - Change to a property's significant use or setting

- Introduction of visual, atmospheric or audible elements that diminish integrity
 - Neglect of a property (except in certain religious and cultural cases)
 - Transfer, lease, or sale of property out of Federal ownership or control without adequate preservation protections
- Bill explained that the analysis will evaluate:
 - Direct physical effects
 - Indirect visual effects
 - Direct or indirect effects resulting from vibration
 - Indirect effects from noise
- Bill described the methodology for assessing direct physical effects:
 - Based on conceptual engineering information (including alignments, construction staging, and limits of disturbance), the analysis will describe and evaluate the potential for the alternatives to have direct physical effects on historic properties.
 - For each historic property, the analysis will assess the physical effect against all seven aspects of historic integrity.
 - A finding of adverse effect will be made if physical effects will diminish any aspects of a property's historic integrity.
 - Bill explained that historic properties within the LOD have the greatest potential to incur direct physical effects resulting in adverse effects. These include:
 - East and West Potomac Parks Historic District (including Long Bridge as a contributing element)
 - George Washington Memorial Parkway
 - Mount Vernon Memorial Highway
 - Any potential archaeological resources
- Bill described the methodology for assessing indirect visual effects:
 - The analysis will identify significant views or viewsheds for each property.
 - Bill noted that most properties already have this documentation
 - For the significant views, a limited number of massing diagrams will be created to superimpose the proposed alignments over existing conditions photographs.
 - For each historic property, the analysis will assess the visual effect against all seven aspects of historic integrity.
 - Bill noted that VDHR provides extensive guidance on assessing visual effects to determine whether they are adverse.
 - A finding of adverse effect will be made if visual effects would diminish any aspects of a property's historic integrity.
 - Bill noted that indirect visual effects will most likely result in adverse effects when an alternative:
 - Permanently removes or impedes views that contribute to the historic significance of a property; or
 - Diminishes a property's historic integrity. Visual effects will most likely affect a property's integrity of setting, feeling, and association.

- Bill described the methodology for assessing noise and vibration effects:
 - The analysis will overlay the noise and vibration study area with the APE to identify historic properties that may be affected.
 - The noise and vibration assessment will be conducted in accordance with Federal Transit Administration (FTA) guidelines.
 - Based on the noise and vibration assessment, the analysis will identify historic properties that may experience noise and vibration levels above FTA thresholds.
 - A finding of adverse effect will be made if noise and vibration levels above FTA thresholds would diminish any aspects of integrity that contribute to a property's historic significance.
 - Effects from noise and vibration may be permanent operational impacts or temporary impacts resulting from construction and staging.
 - Vibration and noise have the potential to effect historic properties indirectly. Indirect effects resulting from noise or vibration will likely affect historic properties' integrity of setting, feeling, and association.
 - Additionally, vibration has the potential to affect historic properties directly. Direct, physical effects resulting from excessive vibration has the potential to affect integrity of design, materials, and workmanship.
 - Lee Webb asked whether the analysis would distinguish between temporary and long-term impacts.
 - Bill responded that yes, construction & staging (temporary impacts) will be distinguished from the long-term operational impacts.
 - Laurel Hammig asked whether a benchmark year is being used.
 - Amanda responded that 2040 has been used throughout the project as the planning year.
 - Chuck Gullakson (CSXT) asked for clarification on the width of the noise and vibration study area on either side of the railroad corridor.
 - Bill responded that he believed the distance is 1,000 feet.
 - Following the meeting, DDOT and FRA confirmed that the study area for noise is 750 feet from the track alignment without intervening buildings and 375 feet with intervening buildings. The vibration screening distance depends on the type of sensitive land use and the type of railroad project. For commuter railroad operations, the vibration screening distance is 200 feet for residential uses, 120 feet for institutional uses, and up to 600 feet for particularly sensitive receptors such as research facilities with vibration-sensitive equipment, theaters, and recording studios.

E. Next Steps

- Amanda stated that the project team is accepting comments on this meeting through June 13th. The preferred method for submitting comments is through the website or via email to info@longbridgeproject.com.

- DDOT and FRA will provide the draft Assessment of Effects Report for review in late summer. At the next Consulting Parties meeting in the Fall, DDOT and FRA will solicit input on avoidance, minimization, and mitigation strategies.
 - Amanda asked that participants review the report in advance of the meeting and come prepared to discuss specific issues. Given the large number of properties in the APE, this will enable a more focused meeting.
 - Amanda noted that the next meeting will focus on major properties with anticipated effects.
- Bill noted that the project team may be reaching out to owners of historic properties for additional detail to help with assessing effects.

F. Questions and Comments

- Lee Webb asked how many listed historic properties are in the APE.
 - Amanda responded that the number is around 30.
 - Following the meeting, FRA and DDOT confirmed that the number of designated historic properties within the APE is 29, including the viewshed sites. This includes both individual properties and historic districts designated at the state and federal levels. Additionally, 9 properties in the APE have been determined eligible for NRHP listing. Four additional properties within the APE have been identified as potentially eligible for NRHP listing.
- Randy Selleck (DRPT) asked whether DDOT and FRA are asking for comments on the report as well as the slides presented at this meeting.
 - Amanda clarified that DDOT and FRA are not soliciting comments on the report as it won't be prepared until this summer, just the methodology as presented at this meeting.
- Carol Fuller (Crystal City Civic Association) asked about the timeline for a decision about including a bike-pedestrian connection.
 - Anna Chamberlin (DDOT) responded that the bike-pedestrian analysis is happening concurrently with the assessment of effects. DDOT and FRA will present options for a bike-pedestrian connection with the selection of the Preferred Alternative in the Fall.
 - Carol stressed that she didn't feel the bike-pedestrian bridge would ever get built if it becomes separated from the Long Bridge Project. She noted that she strongly encourages selecting a bike-pedestrian crossing option that crosses the GWMP and connects to the trail in Long Bridge Park.
 - Carol noted that various entities with which she is involved (Crystal City Civic Association, Friends of Long Bridge Park, the Crystal City BID) want to make sure they have the opportunity to be further engaged with this decision. Anna noted that the team is currently evaluating various connectivity options and DDOT and FRA are considering the impacts of the bike/ped connections on historic properties.

CONSULTING PARTIES MEETING #4

Date: Wednesday, October 24, 2018
 Time: 10:30 AM to 12:00 PM
 Place: 55 M St SE (DDOT Conference Room 639)

FINAL 11/30/18

Attendance:

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A. Introduction and Overview

- Amanda Murphy (FRA) opened the meeting and completed introductions.
- Amanda provided an overview of the meeting purpose and agenda:
 - The primary purpose of this meeting is to present a high-level overview of the Long Bridge Project Section 106 Assessment of Effects Report.
 - The Meeting also includes a Section 106 process update, Action Alternatives for DEIS, conceptual engineering, potential mitigation for a bike-pedestrian crossing, assessment of effects, and resolution of effects before discussing next steps.

B. Section 106 Process and NEPA Coordination Update

- Amanda provided an overview of the Section 106 Process and consultation to date and briefly addressed what was covered at the previous three meetings.
 - This meeting is the fourth of the Section 106 Consulting Party meetings for the Long Bridge Project. At the previous meeting, FRA and DDOT presented a methodology for assessing effects on historic properties.
 - Public and interagency meetings would be held on November 29, 2018.
 - FRA provided an overview of the Area of Potential Effect (APE). Since the last meeting, the Limits of Disturbance (LOD) have been updated to remove the downstream bike-pedestrian crossing that was dismissed from consideration.

C. Action Alternatives

- Kate Youngbluth, DDOT, presented an update on the Action Alternatives to be evaluated in the DEIS.
 - Action Alternative A involves a new two-track bridge upstream of the existing bridge. This option preserves the historic Long Bridge and component railroad bridge over the George Washington Memorial Parkway (GWMP).
 - Action Alternative B involves a new two-track bridge upstream of the existing bridge and the replacement of the existing bridge.
 - Two types of common railroad bridges are being considered for the new two-track bridge: a steel deck girder bridge and a steel through girder bridge. Depth of the structure is the primary difference between the two structure types. They are representative of common railroad bridge types throughout the U.S. The existing Long Bridge is primarily a through girder bridge with a central through trestle span. The new bridge would be formally and aesthetically compatible with the existing.
 - Amanda stated that a signature bridge was considered early on, but that is no longer being considered as an option based on comments that have been received thus far.
 - Andrew Lewis (DC SHPO) asked if a decision has been made about which bridge option would be used. Amanda responded that no decision has been made yet. Both are currently being considered and a selection would be made during the final design phase.
- Kate presented the proposed treatments of the new GWMP railroad bridge:

- Action Alternative A would preserve the existing bridge and construct a new bridge upstream while Action Alternative B would replace the existing bridge and construct a new bridge upstream. For both options, the aesthetic of the new bridge would be compatible with the existing bridge and with the GWMP.
- Kate presented the proposed alignments for the bike-pedestrian crossing option:
 - The bike-pedestrian crossing is being considered as potential mitigation for Section 4(f) impacts. Four potential options were originally being considered, but that has been narrowed down to two options under consideration:
 - Option 1 would be attached to the new upstream railroad bridge. This option would share the same substructure as the railroad bridge but a separate superstructure. This option would require substantial security measures in addition to extending the large railroad bridge piers further upstream to support the superstructure.
 - Option 2 would be separate from the new railroad bridge. This bridge would utilize single column piers and have a much smaller substructure footprint than Option 1. Option 2 would also be less difficult to inspect and maintain and would cost approximately 20 percent less than Option 1.
 - Amrita Hill (Amtrak) noted that Amtrak prefers Option 2. Amanda stated that VRE, Amtrak, and CSXT have all expressed a preference for Option 2 as well, and that only one of the options would be carried forward in the DEIS. Additional comments from the Consulting Parties are welcome.
 - Andrew Lewis noted that visual impacts could be minimized by choosing Option 2 since the bridges would have smaller footprints, and that this option makes sense from a historic preservation standpoint.

D. Identification of Historic Properties

- Bill Marzella (EHT Traceries) presented the APE and noted that the assessment of effects included all those historic properties located within the APE boundaries, in addition to the viewshed properties outside of the contiguous APE boundaries.
 - Catherine Dewey (NPS-NAMA) pointed out that the U.S. Engineers' Storehouse is missing from the APE map, and that NPS is very concerned about effects to that property. Bill responded that this property has been identified that as a contributing resource to East and West Potomac Parks Historic District.
 - Bill stated that a large number of historic properties are located within the APE, but only those for which there are adverse effects would be addressed in the presentation.
- Phase IA Archaeological Assessment
 - Paul Kreisa (Stantec) discussed the Phase IA process which was coordinated with DC SHPO and VDHR. The Phase IA assessed the potential for archaeological resources within the LOD and archaeological projects completed within or near the LOD.
 - Paul gave an overview of the process:
 - A desktop analysis was conducted; historic maps were assessed to identify historic resources that are no longer extant.

- A 150-meter corridor with high potential for Native American archaeological resources was identified in the process.
- Bathymetric (underwater) analysis along the Potomac River to identify change in the depth of the river, particularly due to dredging.
- A site visit was conducted to determine if desktop analysis missed anything and to look at things like utilities and any type of infrastructure that couldn't be identified at the desktop level.
- Paul then presented the results of the analysis. Areas were divided into levels of no/low, moderate, and high potential for existence of archaeological resources.
 - Area a: This area extends into an existing staging area and has no/low potential.
 - Area 1: Historically located along the shore of the Potomac River, Area 1 has a high potential for Native American archaeological resources.
 - Area 2: Former location of Jackson City. Archaeological investigations have located structural remains, so this area has potential for future discovery.
 - Area b: Historically located in the Potomac River, so there is no archaeological potential.
 - Area II: Within the Potomac River – west side. This area has no/low potential due to extensive dredging.
 - Area I: Within the Potomac River – east side. This area has moderate potential due to a lower impact from dredging. DC SHPO indicated that someone found a Paleoindian point in the area. However, geoarchaeology for the Potomac River Tunnel indicated that the historic shoreline has eroded away, so there is diminished potential.
 - East Potomac Park: As made land, this area has very limited potential for archaeological resources.
 - East of Maine Avenue: The historic shoreline of the Potomac ran through the area so there is potential for Native American sites.
 - At the northeast corner of the LOD excavation and tunneling for laying the railroad in the nineteenth century corresponds to a very low potential for archaeological resources.
- The Phase IA draft technical report has been submitted to DC SHPO and VDHR for review and comment. After the identification of the Preferred Alternative in the DEIS, Section 106 would continue, and recommended investigations would be conducted based on consultation with the appropriate SHPO.

E. Assessment of Effects

- Bill Marzella presented a brief update to the assessment of effects methodology:
 - Visual Effects: FRA and DDOT developed photo simulations for selected properties within the APE to support the evaluation of visual effects. The views were identified based on properties that had documented significant views and where adverse effects were most likely. Analysis was also used to support the analysis of visual resources in the DEIS.

- Noise and Vibration Effects: Bill discussed the assessment for the Noise and Vibration Study Area. All historic properties located within the study area were evaluated. It was determined that, for all historic properties located outside this area, there would be no effects.
- Bill presented a table summary for a determination of effects for Action Alternatives A and B, including temporary and cumulative effects associated with the bike-pedestrian crossing options. Bill noted that Action Alternatives A and B would have different lengths of construction, 60 months (A) and 99-100 months (B).
 - Andrew Lewis asked if the proposed project would increase the number of trains moving through the corridor. Amanda responded that the Project would enable planned increases in train volumes by the railroad operators, although the Project itself would not run additional trains. The increase in train volumes was factored into the noise and vibration analysis.
- Bill presented effects determinations for the following properties:
 - National Mall Historic District
 - Temporary construction staging and access would create an indirect adverse effect on the National Mall. The staging areas would be located on existing parking lots within the National Mall and East Potomac Park and a staging area off Ohio Drive SW on the Washington Channel side. Andrew Lewis noted that DC SHPO wants to ensure any potential effects to the Jefferson Memorial have been taken into account.
 - No direct adverse effects were identified for either Action Alternative or bike-pedestrian crossing option.
 - GWMP Historic District:
 - Under both Action Alternatives, removal of contributing vegetation would be a direct adverse effect. The original 1930s planting near the bridge was intended to screen the railroad bridge from viewers using the GWMP.
 - Under Action Alternative B, removal of the existing railroad bridge over the GWMP and Long Bridge would create direct and indirect adverse effects.
 - Cumulative effects from bike-pedestrian crossing options would be similarly direct and adverse due to the removal of contributing vegetation.
 - Temporary effects would be adverse in both Action Alternatives due to necessary construction staging, access, and trail relocation.
 - The GWMP has a sequence of several bridges near the Long Bridge Corridor, most of which do not contribute to the historic district. Due to the diminished integrity of the GWMP in this location, it was determined that the addition of one or more new bridge(s) would have no potential to diminish the integrity of the district and there would be no adverse effect.
 - For Action Alternative B, there would be an indirect adverse effect due to the removal of Long Bridge and the loss of the central trestle, which forms a visual landmark for users of the Mount Vernon Trail.
 - Simone Monteleone (NPS-GWMP) stated that GWMP doesn't necessarily agree with no adverse visual effect from Action Alternative A. She also

asked why the noise thresholds for GWMP are higher compared to the National Mall. In response, Bill stated that, per the noise and vibration analysis prepared for the DEIS, the GWMP is classified as an active recreation area, and therefore has a higher perceived noise (dBA) threshold than areas of passive recreation. He also noted that there is a high degree of ambient noise caused by plane and car traffic in this area.

- Mount Vernon Memorial Highway (MVMH) Historic District:
 - Effects on the MVMH would be similar and additive to those described above for the GWMP.
- Viewshed Analysis for GWMP and MVMH:
 - Bill presented the sequence of existing conditions photographs and photo simulations for Action Alternatives A and B along the GWMP.
 - Simone Monteleone commented that canopy trees between the Metrorail bridge and the existing railroad bridge would likely not have room in the future to mature with the addition of a new secondary railroad bridge. She requested that the photo simulations be updated to reflect that with the Action Alternatives.
- East and West Potomac Parks Historic District:
 - Both Action Alternatives would necessitate the removal of contributing vegetation, namely Japanese cherry trees along the perimeter of Hains Point, constituting a direct adverse effect. The removal of the contributing Long Bridge in Action Alternative B would represent the total loss of a contributing feature, intensifying the direct adverse effect.
 - Under Action Alternative B, the removal of the existing bridge and trestle was not determined to be an indirect adverse effect.
 - Under both Action Alternatives, construction noise has the potential to temporarily diminish the integrity of the contributing U.S. Engineers' Storehouse (located adjacent to the Washington Channel).
 - Andrew Lewis asked if the removal of the truss is an effect. Bill responded by stating that it was determined to be a direct physical effect but not an indirect visual effect. Andrew stated that he would argue that removal of the truss, since it is a direct adverse effect from the Virginia side, it should also be a direct adverse effect from the District (Potomac Park) side.
- Viewshed Analysis for East and West Potomac Parks:
 - Bill presented the photo simulations prepared for East and West Potomac Parks.
 - Tammy Stidham (NPS-NCR), asked if the number of contributing Japanese cherry trees identified for removal had been quantified. Lee Farmer (VHB) responded that the number is approximately four in Action Alternative A and seven in Action Alternative B. Tammy also stated that, as part of DEIS, the number of trees to be removed would need to be quantified (not just cherry trees).

F. Additional Questions and Comments

- Andrew Lewis asked if photo simulations of the bike-pedestrian crossing options had been developed. Amanda stated that they had not been but may be once a preferred crossing option has been identified. Amanda also stated that there would be continued coordination during the design process.
- Adrienne Birge-Wilson (VDHR) asked if any renderings had been prepared to show the new railroad bridge options and how they would be affected by the proposed bike-pedestrian crossing options. Amanda responded that there were not, as no final design for them had been developed as of yet, only conceptual engineering to this point.
- Tammy Stidham asked for clarification of potential temporary effects on Hancock Park. Amanda responded that FRA and DDOT are still considering whether it would be necessary to use that reservation for construction staging and access and would notify NPS when the issue was resolved.

G. Resolution of Effects

- Amanda stated that FRA and DDOT welcome additional ideas on potential avoidance, minimization, and mitigation options from DC SHPO, VDHR, and the Consulting Parties. Amanda noted what measures had been identified and integrated into the Action Alternatives to date.
- Tammy Stidham noted that, in addition to the replacement of lost vegetation, NPS would be offering a number of comments for proposed mitigation.
 - Catherine Dewey added that this may include interpretation, possible rehabilitation of the U.S. Engineers' Storehouse, or rehabilitation of the seawalls in East Potomac Park.
 - NPS also requested additional information about the effects on the U.S. Engineers' Storehouse and the distance between that building and the new bridge that would be constructed above the Washington Channel.
- Andrew Lewis stated that the Secretary of the Interior's Standards require compatibility with the existing historic bridge and other historic properties, not necessarily the non-historic bridges, and for that reason DC SHPO prefers the through-girder structural option.
- Frederick Lindstrom (CFA) suggested that improving the visual appearance of other railroad bridges in the District (through painting, etc.) could be a potential mitigation option.
- Oscar Gonzalez (VRE) asked if it would be possible to transplant (rather than remove) historic vegetation. NPS responded that it would be difficult in a constrained space and would vary based on species. It is not likely something that NPS would require.

H. Continued Consultation

- FRA and DDOT request comments by November 9, 2018 on the Consulting Party meeting materials and assessment of effects report, including proposed resolution strategies. These comments would be incorporated into the report and utilized to select a Preferred Alternative.

- Once these comments had been incorporated, FRA and DDOT would prepare a final assessment of effects report for DC SHPO and VDHR. The Advisory Council on Historic Preservation would also be notified of the determination of effect.
- FRA and DDOT would conduct a fifth Consulting Parties meeting, to present resolution strategies, in late Winter or Early Spring 2019.
- Although a project proponent for construction has not yet been determined, an MOA or PA would be drafted at a minimum amongst FRA, DC SHPO, and VDHR and would include a stipulation for how it can be amended in future to identify a project proponent and any parties responsible for implementing the project, including proposed mitigation.
 - Amanda noted that FRA intends to execute an MOA or PA by Winter 2020 in advance of the completion of the EIS Record of Decision in Summer 2020.

CONSULTING PARTIES MEETING #4

Date: Thursday, August 1, 2019

Time: 1:00 PM – 2:30 PM

Place: 55 M St SE (DDOT Conference Room 639)

FINAL 08/21/2019

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A. Introductions

- Kate Youngbluth (DDOT) welcomed everyone and noted that this is the fifth Consulting Party (CP) meeting for the Long Bridge Project.
- She explained that the plan for the meeting is to walk through the presentation and discuss with the group. We will take comments for next thirty (30) days. Please feel free submit comments to the Project email address (info@longbridgeproject.com).
- The Programmatic Agreement (PA) will be available for Consulting Party and public review with the DEIS in September. There will be a forty-five (45) day comment period with a public hearing in October.

B. Section 106 Process Update

- Katherine Zeringue (FRA) provided an overview of coordination between the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) Section 106 processes. She noted that the Project is getting close to its public review milestone for the draft Environmental Impact Statement (EIS) and the draft PA.
- She noted that the PA will be discussed at this meeting. The document will outline future steps in terms of Section 106 processes and obligations. The primary purpose of this meeting is to discuss proposed Section 106 mitigations with the consulting parties.

C. DEIS Update

- Katherine reviewed the selection of the Preferred Alternative. She noted that Action Alternative A (the Preferred Alternative) would avoid adversely affected more historic properties than Action Alternative B, and this consideration of avoidance to historic properties was part of the decision-making process. The Preferred Alternative has fewer impacts to historic resources, shorter construction time, and is less expensive to build.

D. Review of Area of Potential Effects (APE) and Historic Properties

- Katherine reviewed the identification of historic properties and Area of Potential Effects (APE).
- Phase 1A Archaeological Assessment
 - Katherine noted that the PA states identification of archaeological impacts will be done later in the design phase and commits the Project to future Identification and evaluation. This is one of the reasons the resolution document is a PA and not a Memorandum of Agreement.
 - The Phase 1A determined areas of no, low, and high probability of resources and whether those resources might be prehistoric or historic. This will need to be ground-truthed later in the process. If adverse effects are identified, the project team will consult on resolution.

E. Review of Determination of Effects

- Katherine summarized the determination of effects. Action Alternative A (the Preferred Alternatives) would have:
 - Temporary indirect adverse effect to the National Mall Historic District
 - Permanent direct adverse effect, cumulative direct adverse effect, and temporary direct and indirect adverse effect to the George Washington Memorial Parkway (GWMP) and Mount Vernon Memorial Highway (MVMH) historic districts.
 - Permanent direct and indirect adverse effect, cumulative direct and indirect adverse effect, and temporary direct and indirect adverse effect to the East and West Potomac Parks Historic District.
- Katherine reviewed the avoidance measures for the project, which include:
 - Retaining Long Bridge and the railroad bridge over the GWMP in Action Alternative A.
 - Dismissing alternatives outside the Long Bridge Corridor because they did not meet Purpose and Need.

F. Potential Resolution of Adverse Effects

- Katherine noted that the regulations require considering avoidance measures first. Selection of Action Alternative A means the two historic bridges will remain in place. Placement of the new bridge between existing bridges also minimizes some adverse visual effects.
- Katherine explained that to date the project team has had extensive discussion with NPS regarding mitigation measures, as all affected resources are under their jurisdiction. The project team has also had some conversations with DC SHPO and VDHR. The purpose of this meeting is to also gather input from the Consulting Parties.
- She explained that NPS has agreed to take responsibility for implementation of many of the mitigation measures outlined in the draft PA. The Virginia Department of Rail and Public Transportation (DRPT) will be providing the funding, as they will be the Project Sponsor for final design and construction.
- Tammy Stidham (NPS) asked for clarification regarding adverse effects to the National Mall. Katherine replied that there would be temporary indirect adverse effects to the National Mall, as shown on Slide 7.
- Andrew Lewis (DC SHPO) asked if other federal agencies would be providing federal funding. He suggested that the PA should be revised to provide flexibility if another agency besides FRA provides funding.
 - Katherine will confirm that the PA contains an adoptability clause to address this concern.

- Design Review

- Katherine noted that this pretty standard minimization and mitigation. As design advances, the SHPOs and NPS will have opportunity to review and provide input on designs and their concerns.
- Frederick Lindstrom (CFA) noted that FRA has not included Commission of Fine Arts (CFA) or National Capital Planning Commission (NCPC) in this design review. They should be included in design review, since they have approvals. The Project Sponsor will have to present this project to both agencies, so better to engage them sooner rather than later.
- David Valenstein (FRA) noted that the project team will follow up with CFA and NCPC on their processes to determine when the Project should be presented.

- Tree Protection Plan

- Katherine explained that some vegetation will need to be removed for construction of the Project that is considered contributing to the historic properties.
- A tree protection plan would try to minimize impacts to those contributing resources. The plan would be in place before construction begins.

- Tree Restoration Plan

- Katherine explained that for vegetation that must be removed, DRPT will give NPS money to develop and implement a restoration plan. NPS will have the discretion to determine what is best in terms of replacement species and the locations.
- David Gadsby (GWMP) noted that staff had question about the wording. It should be clear that NPS is responsible for carrying out work, not for paying for it.
 - Katherine responded that FRA will make sure the language is clear in the PA.

- Interpretation Plan

- Katherine explained that DRPT would provide funding to NPS to prepare and implement the interpretation plan.
- The interpretation will include a website as well as physical wayside signage. Both SHPOs have expressed that physical signage is important.
- She noted that the PA currently has language about SHPOs and NPS being involved in the development of the interpretive materials. FRA is open to including others if they would like to be involved in this.

- Viewshed Protection Plan

- Katherine noted that DRPT would provide funding to NPS to prepare and implement an MVMH *Viewshed Protection Plan and Inventory and Assessment* from Alexandria to Columbia Island. The plan would be developed prior to completion of the preliminary engineering phase.

- Cultural Landscape Inventories
 - Katherine noted that DRPT would provide funding to NPS to prepare and implement cultural landscape inventories for MVMH from Alexandria to Columbia Island and for East and West Potomac Parks from the golf course to the railroad corridor.
- Construction Management Plan
 - Katherine explained that DRPT would develop and implement a construction management plan that would include a noise and vibration control plan, construction management requirements, location of construction staging areas away from sensitive views and viewsheds, and sizing and screening to minimize the visual impact of staging areas.
- Archaeology
 - Katherine noted that FRA has not yet identified any adverse effects to archaeological resources. However, if adverse effects are determined through identification and evaluation, DRPT would develop mitigation in coordination with stakeholders and Consulting Parties.
 - David Gadsby asked about the archaeological overview and assessment the NPS has suggested as mitigation.
 - Katherine responded that the project team has been trying to gain clarity on whether that is a mitigation measure for an adverse effect to an archaeological resource or whether it would be part of the Section 106 identification and evaluation phase. She suggested continuing to work with NPS to come up with appropriate language and put it in the appropriate document.
 - David Gadsby responded this is a different process for NPS than identification and evaluation. It is a decision-making document that they use to inform interpretive measures, so it's not the same as identification.
 - Andrew asked what is the resource/effect being mitigated.
 - David Gadsby explained that the resource is the maritime cultural landscape for the Potomac River and its shoreline. The archaeological overview and assessment is a baseline document NPS uses to understand archaeological resources.
 - Andrew suggested reaching out to Dr. Ruth Troccoli, with DC SHPO, if she can be of assistance.
 - Tammy responded she would be curious to hear Ruth's thoughts on the matter.
 - Katherine responded FRA will continue to work through this issue with NPS and the DC SHPO.
- Bike-Pedestrian Crossing
 - Andrew asked whether there has been any word from Virginia on the bike-pedestrian connection.

- David Valenstein responded that FRA has identified the bike-pedestrian bridge as mitigation for impacts to Section 4(f) parkland.
- Katherine explained that it is a Section 4(f) mitigation measure with Section 106 implications, so FRA is recognizing it as part of the project and has accounted for its adverse effect in the PA.
- Andrew stated that DC SHPO supports the bike-pedestrian bridge even though it will have adverse cumulative effects.
- Katherine noted that it was considered under cumulative effects under Section 106
- Andrew stated that DC SHPO is comfortable with what is proposed in the PA and is not suggesting any additional mitigation for the bike-pedestrian bridge, but wanted to ensure language within the PA was clear on the relationship between this 4(f) measure and Section 106.
- Andrew asked whether there any other Section 4(f) mitigation measures that need to be addressed through Section 106 and the PA as well.

G. Resolution Document and Next Steps

- Katherine stated that the Draft PA review for consulting parties will be concurrent with the DEIS and the public review period. However, it will still be directly distributed to the Consulting Parties.
- Lee Webb (NCPC) noted that NCPC hasn't been included as a signatory. They are typically a signatory for anything they have approval for.
 - Andrew suggested double-checking correspondence from NCPC about their action (review vs approval).
 - Lee Webb will check if NCPC has approval. If they do, he will send the boilerplate Whereas clauses and language.
- Andrew asked whether USACE has weighed in.
 - Lee Farmer (VHB) responded that they designated FRA as the lead.
- Tammy noted that NPS has permits for the bed of the river, for some of the construction, a land exchange in Virginia and a land transfer in the District.
 - Andrew asked whether NPS is doing their Section 106 separately.
 - Tammy responded that if there is Section 106 consultation required in implementation of mitigation measures, NPS would do the consultation required. But for NPS actions, this Section 106 process should cover them.
 - Andrew suggested that NPS maybe be able to satisfy the Section 106 process in this PA for all of the mitigations through the design review process.
 - Katherine requested that the signatories provide specific language during their backcheck of the PA, if they have it to address these types of concerns and issues.

- Katherine noted that FRA will review and make sure federal actions required by USACE and USCG are accurately represented.

Appendix C:

DRPT-NPS Mitigation Agreement

**MITIGATION AGREEMENT
REGARDING LONG BRIDGE RAILROAD BRIDGE
between the
NATIONAL PARK SERVICE**

**and
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**

This Agreement by and between the NATIONAL PARK SERVICE (NPS), acting through the Director, Region 1 – National Capital Area, and the VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (Project Sponsor), acting through its Director (individually NPS and Project Sponsor referred to as “Party”, collectively as “the Parties”) sets forth the terms by which Project Sponsor will mitigate impacts to and around NPS property from construction and implementation of the Long Bridge Railroad Bridge and ancillary facilities.

ARTICLE I – BACKGROUND AND OBJECTIVES

The Federal Railroad Administration (FRA) as the lead Federal agency and the District of Columbia Department of Transportation (DDOT) in cooperation with Project Sponsor, NPS, and CSX Transportation (CSXT), prepared a Final Environmental Impact Statement (FEIS) under the National Environmental Policy Act (NEPA), a Section 106 Programmatic Agreement (“PA”) under the National Historic Preservation Act (“NHPA”), and Section 4(f) Evaluation (“4(f) Evaluation”) for the proposed construction of the new Long Bridge railroad bridge and ancillary facilities (hereinafter referred to as “Project”). A map of the Project area depicting the location of the Long Bridge, Long Bridge Corridor and ancillary facilities is attached as Exhibit A.

The Project consists of improvements to the Long Bridge Corridor and related railroad infrastructure located between RO Interlocking in Arlington, Virginia, and L’Enfant Interlocking near 10th Street SW in the District of Columbia. The improvements include the construction of a new two-track bridge across the Potomac River upstream of the currently existing, more than 100-year-old, rail bridge and the construction of an elevated bicycle-pedestrian bridge to connect Arlington County government’s Long Bridge Park and Long Bridge Aquatics and Fitness Center, the George Washington Memorial Parkway, East and West Potomac Parks, and the regional trail system. The existing rail bridge will be retained. The Project will impact the East and West Potomac Park (“EPP” and “WPP”), George Washington Memorial Parkway (“GWMP”), and Mount Vernon Memorial Highway (“MVMH”) in the manner detailed in Exhibit B.

The NPS is charged with the responsibility for administering the national park system of the United States, which contains areas reflecting the nation’s cultural and historical heritage. The NPS preserves and manages these areas for the benefit and inspiration of all the people of the United States. The National Mall and Memorial Parks (NAMA) and the GWMP are lands owned by the United States and administered by the NPS. The United States also owns the bed of the Potomac River, including the Washington Channel, and the NPS issues permits for activities affecting the proprietary interests of the United States pursuant to the 1976 Permit Notice, 41 Fed. Reg. 34801 (Aug. 17, 1976).

The East Potomac Park (EPP) is an approximately 328.99-acre park administered by NAMA. EPP contains Ohio Drive SW, and a number of NPS headquarter offices, landscaping, a tennis center, trails, recreation fields and facilities, an historic golf course, cherry trees, the Thomas Jefferson Memorial, and the edge of the Tidal Basin.

The GWMP comprises approximately 7,037.01 acres and extends 38.3 miles on both sides of the Potomac River in the District of Columbia, Virginia, and Maryland. The Mount Vernon Memorial

Highway (MVMH) is part of the GWMP and is nationally significant as the first parkway constructed and maintained by the U.S. government and as the first road with a commemorative function explicit in its name and alignment. The GWMP and the MVMH are listed in the National Register of Historic Places (NRHP) and home to over 100 species of threatened and endangered species.

The NPS Impact Fund Account was established by the July 10, 2015, Memorandum of Agreement between the NPS and The Conservation Fund for the purpose of funding and implementing mitigation projects to offset impacts to NPS parklands and resources.

Project Alternative A in the Final Environmental Impact Statement (FEIS) would require (i) the permanent use of up to 1.1 acres and the temporary use of up to 3.8 acres of GWMP and MVMH; (ii) the permanent use of up to 2.2 acres and the temporary use of up to 3.49 acres of EPP and WPP, with documented impacts to natural and cultural resources; and (iii) permanent use of up to 0.26 acres and the temporary use of up to .83 acres of land from the bed of the Potomac River and Washington Channel. The permanent and temporary use impact is depicted in Exhibit B.

The Parties have agreed to address the impacts of the Project on NPS lands through the implementation of a broad package of mitigation measures, identified during compliance with various federal, environmental, cultural, and natural resources review requirements, including NEPA, the Section 4(f) evaluation process, and the NHPA Section 106 consultation process. Those measures include the construction of the elevated bicycle-pedestrian bridge, Section 106 mitigation measures identified in the PA, and other measures. This Agreement covers only those mitigation measures that involve contributions of funds to the NPS Impact Fund Account.

The Project Sponsor obligation to fund the mitigation activities is contingent upon:

1. Execution of a Record of Decision (“ROD”) by the FRA and NPS selecting Project Alternative A as outlined in the FEIS (“Alternative A” and attached hereto as Exhibit C) to proceed to construction and the completion of the National Environmental Policy Act, National Historic Preservation Act, and Section 4(f) processes.
2. Identification and completion of required realty transactions and/or land use authorizations consistent with applicable authorities allowing for the above-described use of NPS-administered land and execution of any agreement or agreements needed to implement such transactions and/or authorizations, including a permit for the use of land in the bed of the Potomac River and the Washington Channel.

ARTICLE II – AUTHORITY

A. For NPS:

54 U.S.C. 100101, et seq. – The NPS Organic Act directs the Secretary of Interior to promote and regulate National Park System lands by such means and measures as to conform to the fundamental purpose of such lands, namely conservation and the scenery and natural and historic objects and wildlife therein, and to provide for the enjoyment of these resources in a manner and by such means that will leave them unimpaired for the enjoyment of future generations.

B. For Project Sponsor:

By authority of the Commonwealth Transportation Board's (CTB) approval on June 19, 2019, of Project Sponsor's Six Year Improvement Plan authorizing the Project Sponsor's Director to enter agreements and expend funds in furtherance of the Project.

ARTICLE III – STATEMENT OF WORK

A. Compensatory Mitigation Items

The Project Sponsor shall provide a total of \$1,075,000 for the NPS Impact Fund Account. The Project Sponsor shall convey the \$1,075,000 to the NPS Impact Fund Account when the design contract for the Project is awarded unless otherwise noted below. The funds will be used to fund the compensatory mitigation projects specified herein in the amounts specified below to minimize or offset the unavoidable impacts of the Project on natural and cultural resources within the GWMP, WPP, and EPP. The funds will be paid into the NPS Impact Fund Account and will be administered pursuant to the terms of that Memorandum of Agreement; however, in no event shall the administration of such funds or performance of said mitigation projects result in any delay or material disturbance to Project Sponsor's design and construction activities. The funds shall be used and distributed as described below:

1. **\$200,000 Cultural Landscape Inventory:** These funds shall be reserved for the preparation of Cultural Landscape Inventories (CLIs) by NPS for the following: (i) Lyndon Baines Johnson Memorial Grove on the Potomac, (ii) George Mason Memorial, and (iii) Lincoln Memorial Grounds. Upon execution of the ROD, the Project Sponsor shall deposit the required funds with The Conservation Fund to begin this project as the outcomes from the CLI should inform further design work. The NPS will produce a draft of the CLIs within eight (8) months of the receipt of funding from DRPT and will produce the final CLIs within one (1) year of the receipt of funding from DRPT and will coordinate the design implications of the CLIs with the Project's Preliminary Engineering design. In no event shall any delay in the preparation of the CLIs delay the design and/or construction of the Project and Mitigation Items. NPS will provide in-progress drafts to DRPT and a paper and electronic copy of the final CLIs to the Project Sponsor.
2. **\$150,000 East Potomac Park Viewshed Protection Plan:** These funds shall be reserved for the preparation and implementation of the EPP Viewshed Protection Plan/Inventory and Assessment by the NPS (EPP Plan). The NPS will target obligating funds towards the EPP Plan within 12 months of receipt of funds by the Conservation Fund with completion of the EPP Plan within 24 months of the EPP Plan obligation. At completion of the EPP Plan development, NPS will provide a hard and electronic copy of the EPP Plan to the Project Sponsor.
3. **\$150,000 Viewshed Protection Plan and Inventory/Assessment** for GWMP, as stipulated in Exhibit E of the Section 106 Programmatic Agreement (PA) Article.III.B.2.
4. **\$175,000 Cultural Landscape Inventory** for MVMH – north of Alexandria and East and West Potomac Parks, as stipulated in the PA Article.III.B.3.
5. **\$400,000 Vegetation Restoration Plan** as stipulated in the PA Article.III.B5.

ARTICLE IV – DISBURSEMENT OF FUNDS

The total amount of funds provided by the Project Sponsor for compensatory mitigation will not exceed the sum of \$1,075,000 and shall be used solely for the projects set forth in this Agreement.

The NPS will work with The Conservation Fund to implement the stipulations of this Agreement. The Project Sponsor shall transmit funds via wire transfer to The Conservation Fund using the instructions provided by its Vice President for Finance.

For instructions to the wire account, please contact:

Ms. Monica Garrison
Vice President for Finance
The Conservation Fund
1655 N. Fort Myer Dr., Suite 1300
Arlington, VA 22209
Telephone: (703) 525-6300
Email: mgarrison@conservationfund.org

ARTICLE V – SCHEDULE FOR EXPENDITURE OF FUNDS

The NPS, working with The Conservation Fund, will use commercially reasonable best efforts to expend the funds in accordance with in this Agreement. Upon receipt of funds by The Conservation Fund, a schedule for expenditure of funds will be developed that will include targets for obligation, completion of planning and design, and implementation.

NPS shall submit a final schedule for all NPS-implemented projects referenced in this Agreement to Project Sponsor and ensure coordination of NPS deliverables with the Project's design and construction schedules. All documentation of completed projects will be submitted by NPS to the Project Sponsor in paper and electronic form.

ARTICLE VI – REPORTING

The NPS will prepare an annual financial review and narrative status report that will be submitted to the Project Sponsor by June 30 of the year following each calendar year, beginning the first-year end in which funds are deposited in the NPS Impact Fund Account.

ARTICLE VII – TERM OF AGREEMENT

This Agreement is effective as of the date of the last signature and will expire ten (10) years from that date unless the Parties agree, in writing, to an extension.

ARTICLE VIII – MODIFICATION AND TERMINATION

- A. This Agreement may be modified only by a written instrument executed by the Parties.
- B. Either Party may terminate this Agreement by providing the other Party with thirty (30) days advance written notice until the Parties begin taking the actions described in Article III herein,

after which neither may terminate the Agreement. In the event that one Party provides the other Party with notice of its intention to terminate, the Parties will meet promptly to discuss the logistics of such termination.

ARTICLE IX – KEY OFFICIALS

- A.** Key officials are essential to ensure maximum coordination and communications between the Parties and the work being performed. They are:

1. NPS:

Charles Cuvelier
Superintendent
George Washington Memorial Parkway
700 George Washington Memorial Parkway
McLean, Virginia 22101
Phone: (703) 289-2511
Email: charles_cuvelier@nps.gov

Jeffrey P. Reinbold
Superintendent
National Mall and Memorial Parks
900 Ohio Drive SW
Washington, DC 20242
Phone: (202) 245-4661
Email: jeff_reinbold@nps.gov

Catherine Dewey
Chief, Resource Management
National Mall and Memorial Parks
National Park Service
900 Ohio Drive, SW
Washington, DC 20024
Phone: (202) 245-4711
catherine_dewey@nps.gov

Maureen Joseph
Chief of Resource Management
George Washington Memorial Parkway
700 George Washington Memorial Parkway
Turkey Run Park
McLean, VA 22101
Phone: (703)289-2512
maureen_joseph@nps.gov

2. Project Sponsor:

Jennifer Mitchell
Director
Virginia Department of Rail & Public Transportation
600 East Main Street, Suite 2102

Richmond, Virginia 23219-2416
Phone: (804) 786-4440
Email: j.mitchell@drpt.virginia.gov

- B. **Communications** - The Project Sponsor will address any communication regarding this Agreement to the NPS key officials. The NPS will address any communication regarding this Agreement to the Project Sponsor key official.
- C. **Changes in Key Officials** - Neither the NPS nor the Project Sponsor may make any permanent change in a key official without written notice to the other Party reasonably in advance of the proposed change. The notice will include a justification with sufficient detail to permit evaluation of the impact of such a change on the scope of work specified within this Agreement. Any permanent change in the office or title of the key officials will be made only by modification to this Agreement; however, the employee or officer holding the title may change from time to time upon written, advance notice.

ARTICLE X – GENERAL PROVISIONS

- A. **Non-Discrimination:** All activities pursuant to or in association with this Agreement shall be conducted without discrimination on grounds of race, color, sexual orientation, national origin, disabilities, religion, age, or sex, as well as in compliance with the requirements of any applicable federal laws, regulations, or policies prohibiting such discrimination.
- B. **NPS Appropriations:** Pursuant to 31 U.S.C. § 1341, nothing contained in this Agreement shall be construed to obligate NPS, Project Sponsor, or the United States of America to any current or future expenditure of funds in advance of the availability of appropriations from Congress or state legislature and their administrative allocation for the purposes of this Agreement.
- C. **Project Sponsor's obligation to expend, pay or reimburse any funds under this Agreement** is subject to appropriation by the Virginia General Assembly and allocations by the Commonwealth Transportation Board. No funds have been appropriated for the Project to date.
- D. **Member of Congress:** Pursuant to 41 U.S.C. § 22, no Member of Congress shall be admitted to any share or part of any contract or agreement made, entered into, or adopted by or on behalf of the United States, or to any benefit to arise thereupon.
- E. **Lobbying Prohibition:** Pursuant to 18 U.S.C. §1913, no part of the money appropriated by any enactment of Congress shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, a jurisdiction, or an official of any government, to favor, adopt, or oppose, by vote or otherwise, any legislation, law, ratification, policy, or appropriation, whether before or after the introduction of any bill, measure, or resolution proposing such legislation, law, ratification, policy, or appropriation; but this shall not prevent officers or employees of the United States or of its departments or agencies from communicating to any such Members or official, at his request, or to Congress or such official, through the proper official channels, requests for legislation, law, ratification, policy, or appropriations which they deem necessary for the efficient conduct of the public business, or from making any communication whose prohibition by this Article might, in the opinion of the Attorney General, violate the Constitution or interfere with the conduct of foreign policy, counterintelligence, intelligence, or national security activities. Violations of this Article shall constitute violations of section 1352(a) of title 31.

- F. Third Parties Not to Benefit: This Agreement does not grant rights or benefits of any nature to any third party.
- G. Assignment, Binding Effect: Neither Party may assign any of its rights or obligations under this Agreement without the prior written consent of the other Party. Consent will not be unreasonably withheld or delayed. Notwithstanding the above requirement, in the event the Virginia General Assembly creates a Virginia Rail Authority or other rail governing body, Project Sponsor may assign this Agreement to that governing body without the requirement of NPS consent. In addition, the Project Sponsor may assign the maintenance and operation of the Pedestrian-Bicycle Bridge described in Article III(a)(1) to another entity without the prior consent of NPS. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and permitted assigns. The Parties waive the defense of lack of consideration.
- H. Non-exclusive: This Agreement in no way restricts the Parties from entering into similar agreements, or participating in similar activities or arrangements, with other public or private agencies, organizations, or individuals.
- I. Compliance with Applicable Laws: This Agreement and performance hereunder is subject to all applicable laws, regulations and government policies, whether now in force or hereafter enacted or promulgated. Nothing in this Agreement shall be construed as (i) in any way affecting the authority of the NPS to supervise, regulate, and administer its property under applicable laws, regulations, and management plans or policies as they may be modified from time-to-time or (ii) inconsistent with or contrary to the purpose or intent of any Act of Congress.
- J. Disclaimers of Government Endorsement: The Project Sponsor will not publicize or circulate materials (such as advertisements, solicitations, brochures, press releases, speeches, pictures, movies, articles, manuscripts, or other publications), suggesting, expressly or implicitly, that the United States of America, the Department, NPS, or any government employee endorses any business, brands, goods or services.
- K. Public Release of Information: The Project Sponsor must obtain prior written approval through the NPS Key Official (or his or her designate) for any public information releases (including advertisements, solicitations, brochures, and press releases) related to the Agreement that refer to the Department of the Interior, any bureau, park unit, or employee (by name or title), or to this Agreement. The specific text, layout, photographs, etc., of the proposed release must be submitted with the request for approval. The NPS will make a good-faith effort to expeditiously respond to such requests. The foregoing shall not apply to any non-substantive or incidental reference.
- L. Merger: This Agreement, including any attachments hereto, and/or documents incorporated by reference herein, contains the sole and entire agreement of the Parties.
- M. Waiver: Failure to enforce any provision of this Agreement by either Party shall not constitute waiver of that provision. Waivers must be express and evidenced in writing.
- N. Counterparts: This Agreement may be executed in counterparts, each of which shall be deemed an original (including copies sent to a Party by facsimile transmission) as against the Party signing such counterpart, but which together shall constitute one and the same instrument.

- O. Agency: The Project Sponsor is not an agent or representative of the United States, the Department of the Interior, or NPS, nor will the Project Sponsor represent itself as such to third parties.
- P. Survival: Any and all provisions that, by themselves or their nature, are reasonably expected to be performed after the expiration or earlier termination of this Agreement shall survive and be enforceable after the expiration or earlier termination of this Agreement. Any and all liabilities, actual or contingent, that have arisen during the term of this Agreement and in connection with this Agreement shall survive expiration or termination of this Agreement.
- Q. Partial Invalidity: If any provision of this Agreement or the application thereof to any Party or circumstance shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement or the application of such provision to the Parties or circumstances other than those to which it is held invalid or unenforceable shall not be affected thereby, and each provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.
- R. Captions and Headings: The captions, headings, article numbers, and paragraph numbers and letters appearing in this Agreement are inserted only as a matter of convenience and in no way shall be construed as defining or limiting the scope or intent of the provisions of this Agreement nor in any way affecting this Agreement.

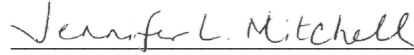
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[Signatures on next page]

ARTICLE XI - SIGNATURES

IN WITNESS THEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives.

For the **VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:**



Jennifer L. Mitchell
Director

7/17/2020

Date

For the **NATIONAL PARK SERVICE:**



Peter May for Lisa Mendelson-Ielmini
Lisa A. Mendelson-Ielmini
Acting Director
Region 1 – National Capital Area

7/19/2020

Date

Exhibits:

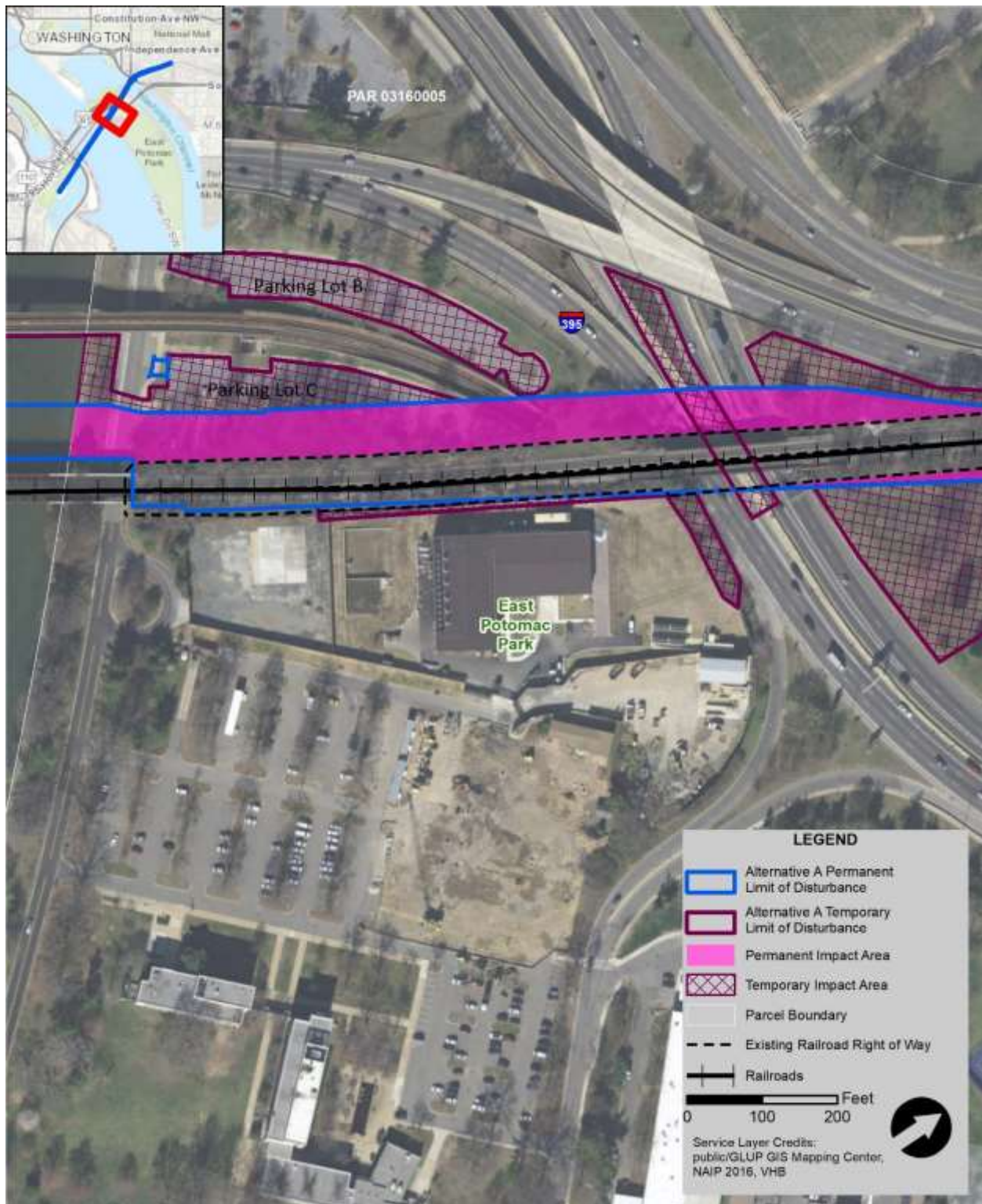
- Exhibit A - Map of Project Area with new Long Bridge and Ancillary facilities
- Exhibit B – Impact Map – EPP, GWMP
- Exhibit C – Alternative A
- Exhibit D – Cultural Landscape Inventories Map
- Exhibit E – Section 106 Programmatic Agreement

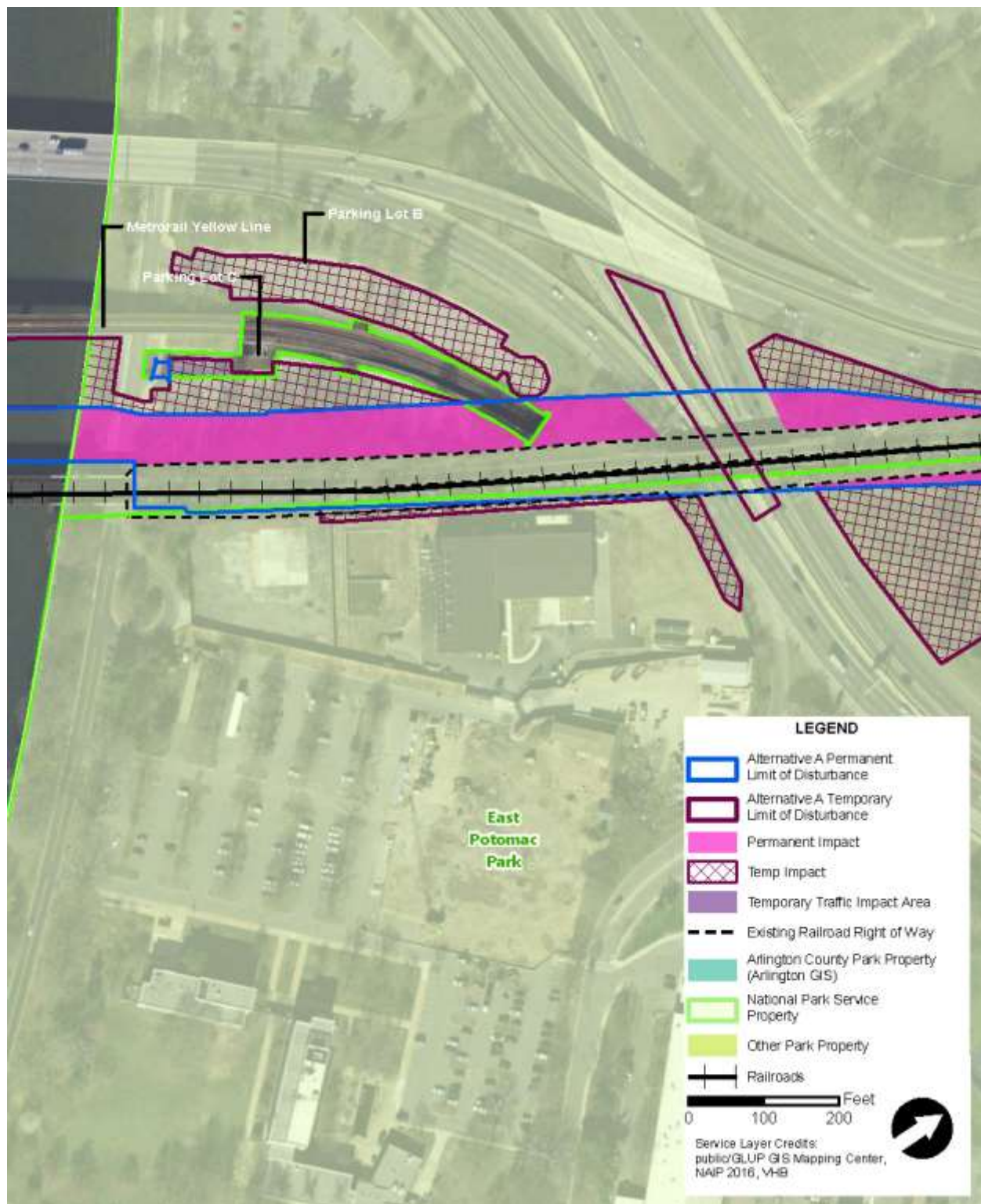
EXHIBIT A: Map of Project Area with new Long Bridge and Ancillary facilities



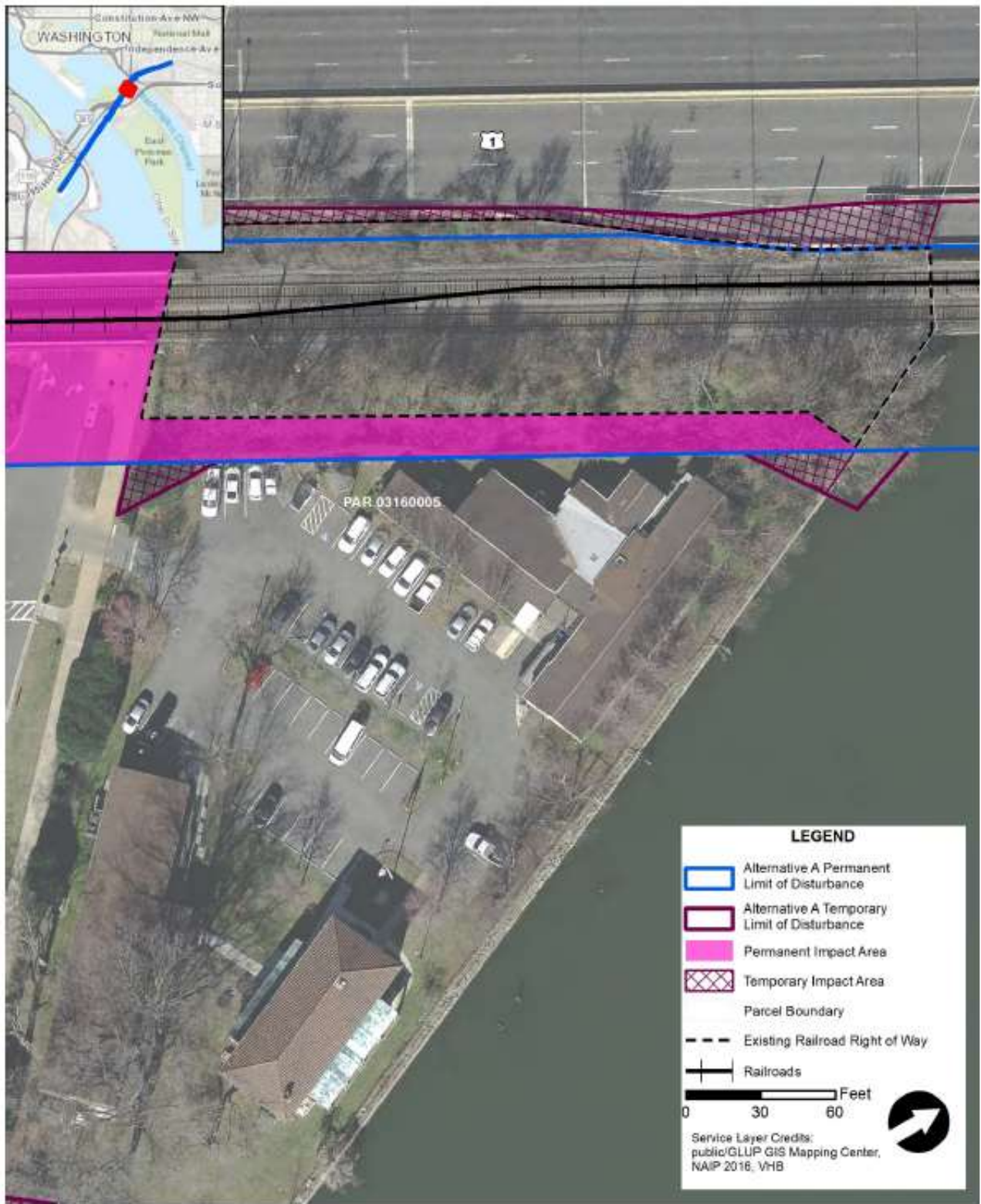
EXHIBIT B: Long Bridge Project Limits and Limits of Disturbance
Source: Long Bridge Draft Environmental Impact Statement











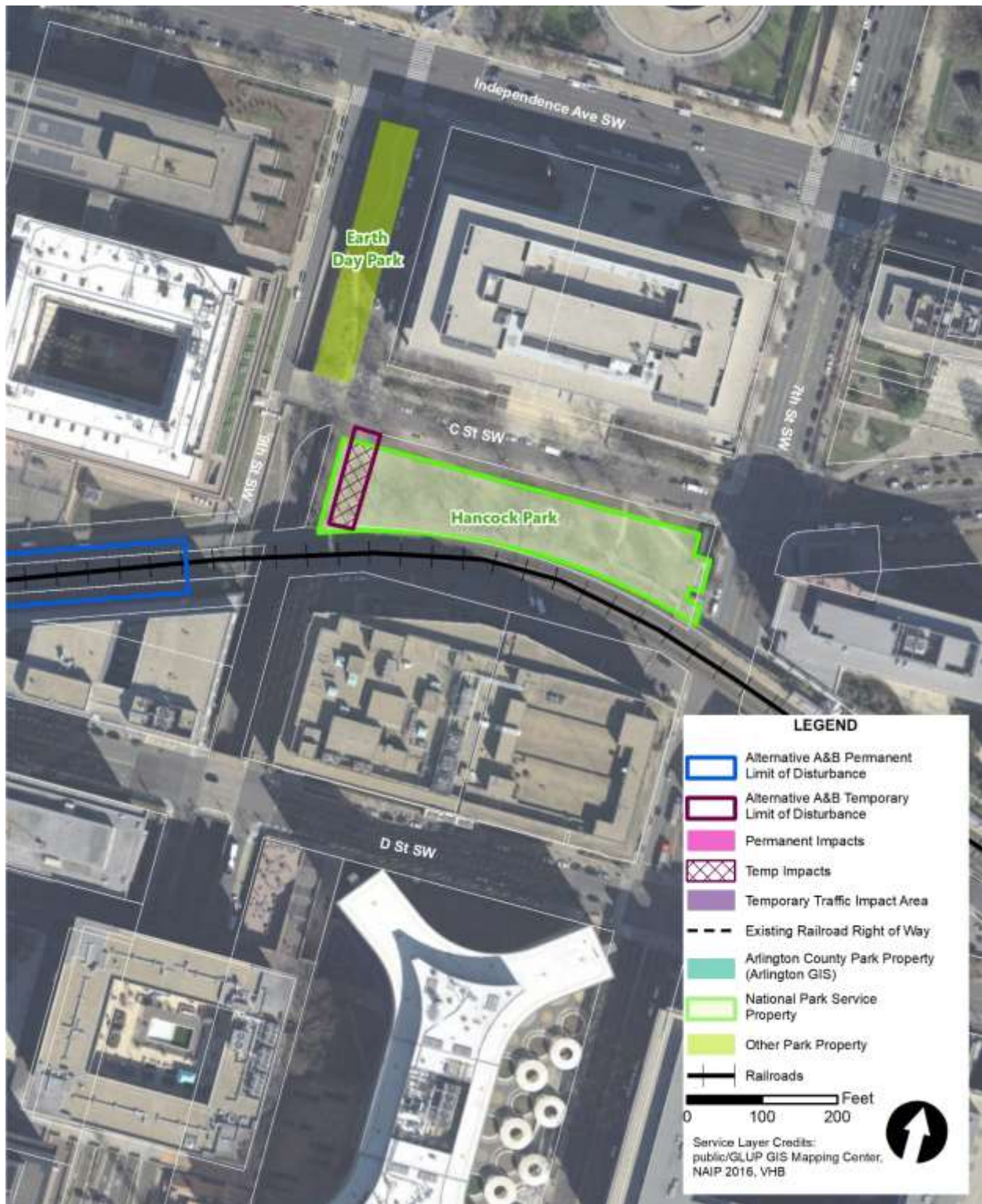


EXHIBIT C: Alternative A

Source: Long Bridge Draft Environmental Impact Statement



EXHIBIT D: Boundary Map of Cultural Landscape Inventories



EXHIBIT E: Section 106 Programmatic Agreement

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

WHEREAS, the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) are proposing potential improvements to railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L’Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (Long Bridge Corridor)¹ to address insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services; and

WHEREAS, the Long Bridge Project (Project) consists of the construction of a new two-track bridge upstream of the existing two-track Long Bridge to create a four-track crossing over the Potomac River (Appendix A, Figure 1), and construction of a new two-track railroad bridge over the George Washington Memorial Parkway (GWMP), Mount Vernon Trail, and Ohio Drive SW. After crossing the Potomac River and Ohio Drive SW, the Long Bridge Corridor would continue through East and West Potomac Parks. The Project includes improvements to related railroad infrastructure but proposes no alterations to the existing Long Bridge, a two-track railroad bridge constructed in 1904, that is currently owned and operated by CSX Transportation (CSXT), a Class I freight railroad; and

WHEREAS, the Project includes all associated mitigations triggered by applicable laws, such as the National Historic Preservation Act (NHPA) as amended (54 U.S.C. § 306108); the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq.); and Section 4(f) of the United States Department of Transportation Act of 1966, 49 U.S.C. § 303 (Section 4(f)); and

WHEREAS, the Project is needed to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national railroad network; and

WHEREAS, FRA provided Fiscal Year 2014 grant funding (Grant # FR-TII-0036) to DDOT to conduct nondestructive project planning activities that have no potential to cause effects on historic properties, including engineering and environmental analysis of the Project; and

WHEREAS, if FRA provides funding for future construction of the Project, the FRA funding, along with Project implementation and related federal authorizations, which are the subject of this Programmatic Agreement (PA), will constitute an “Undertaking” subject to review under Section 106 of the NHPA (Section 106), and FRA will be the Federal agency responsible for compliance with Section 106; and

¹ An interlocking is a segment of railroad infrastructure comprised of track, turnouts, and signals linked (interlocked) in a way that allows trains to safely move from one track to another, or across tracks, preventing conflicting train movements. Note that the proper name of RO Interlocking is “RO.” It is not an acronym.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

WHEREAS, this PA was developed pursuant to Section 106 of the NHPA and its implementing regulations, 36 CFR Part 800; and

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT) is the final design and construction sponsor for the Project (Construction Project Sponsor) who will be responsible for implementing the Project through final design and construction, including compliance with identified mitigation measures; and

WHEREAS, in accordance with NEPA, FRA and DDOT prepared an Environmental Impact Statement (EIS) for the Project; and

WHEREAS, the Project will involve the use of lands managed by the National Park Service (NPS) within the GWMP and National Mall and Memorial Parks (NAMA); and

WHEREAS, the Project would impact NPS park properties protected under Section 4(f), and FRA and DDOT determined that impacts will be mitigated through construction of a bicycle-pedestrian crossing over the Potomac River on a structure located upstream of the new railroad bridge (Appendix A, Figure 2) and the effects of the bicycle-pedestrian crossing on historic properties have been considered under Section 106 as described below; and

WHEREAS, NPS is charged in its administration of the units of the National Park System to meet the directives of other laws, regulations, and policies including the NPS Organic Act as codified in Title 54 U.S.C. § 100101(a) to “conserve the scenery, natural and historic objects, and wild life in the System units and to provide for the enjoyment of the scenery, natural and historic objects, and wild life in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations”; and

WHEREAS, the GWMP, a unit of the National Park System, with portions located in Fairfax and Arlington Counties and the City of Alexandria, Virginia, was established pursuant to what is known as the Capper-Cramton Act, Public Law 71-284, 46 Statute 482 (1930), for purposes “to include the shores of the Potomac and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side, including the protection and preservation of the natural scenery of the Gorge and Great Falls of the Potomac,” and came to be administered by NPS pursuant to Executive Order 6166 of June 10, 1933; and

WHEREAS, NAMA, which administers more than 1,000 acres of park land within the District of Columbia, including fourteen units of the National Park System, as well as more than 150 reservations, circles, fountains, squares, triangles, and park spaces, also came to be administered by NPS under Executive Order 6166; and

WHEREAS, phased identification and evaluation will occur for archaeological resources consistent with the *Long Bridge Project Phase IA Archaeological Assessment Report* dated July 24, 2018, therefore FRA will comply with Section 106 through the execution and implementation of this PA pursuant to 36 CFR § 800.14(b); and

WHEREAS, in accordance with 36 CFR § 800.2(a)(4), FRA invited individuals and organizations with a demonstrated interest in the Project to participate as Consulting Parties in the Section 106 process. The full list of Consulting Parties is provided in Appendix B; and

WHEREAS, FRA in consultation with the DC State Historic Preservation Office (DC SHPO), the Virginia Department of Historic Resources (DHR) (which is the Virginia SHPO), and the Consulting Parties, established the Project’s Area of Potential Effects (APE), as defined under 36 CFR §800.16(d)

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and DC SHPO and DHR concurred with the APE on July 12, 2017. The APE is illustrated in Appendix C; and

WHEREAS, FRA identified forty-two (42) historic properties within the APE, including the East and West Potomac Parks Historic District (listed in the National Register of Historic Places (NRHP) on November 30, 1973 (revised November 11, 2001)), the GWMP (listed in the NRHP on June 2, 1995), and the Mount Vernon Memorial Highway (MVMH) (listed in the NRHP on May 18, 1981). The Long Bridge is a contributing element to all three historic districts. DC SHPO and DHR concurred with the *Identification of Historic Properties Technical Report* on March 23, 2018; both letters and the full report can be found in Appendix C, along with a complete list of historic properties in the APE; and

WHEREAS, FRA determined the Project will have an adverse effect on the GWMP, MVMH, and East and West Potomac Parks Historic Districts due to the introduction of new structures that would have visual effects, direct effects resulting from the alteration of historic fabric within those districts, as well as temporary adverse effects due to construction-related activities on the above mentioned districts and the National Mall Historic District (listed in the NRHP on October 15, 1966 (revised December 8, 2016)); and

WHEREAS, DC SHPO concurred with FRA's *Assessment of Effects Report* and the subsequent *Determination of Effect* in a letter dated November 8, 2018, and DHR concurred with both in a letter dated November 9, 2018. Both letters can be found in Appendix D; and

WHEREAS, FRA considered avoidance measures during concept screening, and dismissed any alternatives that considered the construction of a new railroad bridge and associated railroad infrastructure outside of the existing Long Bridge Corridor, thus avoiding potential effects on historic properties generated by expanding the Project Area. Additionally, the new railroad bridge will be designed with a vertical clearance, visual appearance of the structural system, and alignment that closely references that of the existing Long Bridge, thus avoiding potential adverse visual effects caused by a less compatible type of new bridge structure; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FRA notified the Advisory Council on Historic Preservation (ACHP) of the adverse effects determination and provided the documentation specified in 36 CFR § 800.11(e). ACHP declined to participate in consultation pursuant to 36 CFR § 800.6(a)(1)(iv) in a letter dated December 21, 2018, which can be found in Appendix E; and

WHEREAS, NPS is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), manages the Federal park property on either side of the Potomac River within the Project's APE (see Appendix C), and has permitting authority over the Potomac River bottom which includes the Washington Channel (41 Fed. Reg, 34,801). As part of the Project, when an appropriate legal mechanism is identified for permanent use of the affected Federal park property for the Project, NPS would issue a permit for temporary use of land under its administration for construction-related activities. NPS also will issue a permit for permanent use of river bottom land. These permits constitute an Undertaking as defined at 36 CFR § 800.16(y). Therefore, NPS has elected to fulfill its Section 106 responsibilities by participating in this consultation, and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, National Capital Planning Commission (NCPC) is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), has approval authority over Federal projects located within the District of Columbia and has approval authority over all land transfers and physical alterations to Federal property pursuant to the National Capital Planning Act (40 U.S.C. § 8722(b)(1) and (d)), and this

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approval would constitute an Undertaking as defined at 36 CFR § 800.16(y). NCPC has elected to fulfill its Section 106 responsibilities by participating in this consultation and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, DRPT is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1), is the Construction Project Sponsor, and will have roles and responsibilities in the implementation of this PA and is an Invited Signatory to this PA pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, the U.S. Commission of Fine Arts (CFA) has a statutory obligation under the Shipstead-Luce Act of 1930 (Public Law 71-231) to regulate height, exterior design, and construction of private and semiprivate buildings in certain areas of the National Capitol within which the Project falls. CFA has design review authority over new structures erected in the District under the direction of the Federal government (Executive Order 1862) and plans for parks which “in any essential way affect the appearance of the City of Washington, or the District of Columbia” (Executive Order 3524). CFA is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.3(f)(1) and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, U.S. Army Corps of Engineers (USACE), acting through its Norfolk and Baltimore Districts, is the Federal agency responsible for permitting under Section 10 of the Rivers and Harbors Act of 1899 and Sections 401 and 404 of the Clean Water Act of 1972 which would constitute an Undertaking as defined at 36 CFR § 800.16(y). USACE designated FRA to act as the lead Federal agency to fulfill their collective Section 106 responsibilities pursuant to 36 CFR § 800.2(a)(2) via letters on October 14, 2016 (Norfolk District) and November 15, 2018 (Baltimore District), and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, U.S. Coast Guard (USCG), acting through its Fifth Coast Guard District, is the Federal agency responsible for bridge permitting over a navigable waterway under Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946 which would constitute an Undertaking as defined at 36 CFR § 800.16(y). USCG designated FRA to act as the lead Federal agency to fulfill its Section 106 responsibilities pursuant to 36 CFR § 800.2(a)(2) via a letter dated November 18, 2019, and is invited to concur with the PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, DDOT, as the Planning Project Sponsor, is a Consulting Party in the Section 106 process pursuant to 36 CFR § 800.2(c)(4). However, DDOT will not have a role or responsibility in implementing the terms of the PA and is invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, in letters dated March 31, 2017 (Appendix F), FRA contacted the Catawba Indian Nation, the Delaware Nation, and the Delaware Tribe of Indians (collectively referred to as “Native American tribes” in this PA), Federally recognized sovereign Indian Nations that have a government-to-government relationship with the United States and an interest in the area affected by the Project pursuant to 36 CFR § 800.2(c)(2). FRA invited each of these Native American tribes to be a Consulting Party and they are invited to concur with this PA pursuant to 36 CFR § 800.6(c)(3); and

WHEREAS, the Delaware Nation accepted FRA’s invitation to consult in the Section 106 process by electronic mail on May 11, 2017; the Delaware Tribe of Indians declined to participate on June 15, 2017; and the Catawba Indian Nation declined to participate on July 29, 2019; and

WHEREAS, FRA will notify the Native American tribes in the event that pre-historic resources are discovered through the phased identification and evaluation of archaeological resources or in a Post Review Discovery; and

WHEREAS, FRA conducted five Section 106 Consulting Party meetings to provide opportunities for the Consulting Parties to comment on the development of the Action Alternatives, delineation of the APE, identification of historic properties, methodology for assessing effects on historic properties, assessment of effects on historic properties, and potential resolution strategies. Summaries of each Consulting Party meeting can be found in Appendix G; and

WHEREAS, FRA made the draft PA available to the public for review and comment by appending it to the Draft EIS, and FRA considered comments received when finalizing this PA; and

NOW, THEREFORE, FRA, DC SHPO, DHR, NPS, NCPC, and DRPT (collectively referred to as the Signatories) agree that if the Project moves forward, it will be implemented in accordance with the following stipulations in order to take into account the effects of the Project on historic properties and that these stipulations will govern compliance with Section 106 of the NHPA.

STIPULATIONS

FRA will ensure that the following measures are carried out:

I. GENERAL

A. APPLICABILITY

1. FRA, NPS, NCPC, USCG, and USACE will use the terms and conditions of this PA to fulfill their Section 106 responsibilities, as well as any other Federal agencies that designate FRA as the lead Federal agency, pursuant to 36 CFR § 800.2(a)(2). Federal agencies that do not designate FRA as the lead Federal agency remain individually responsible for their compliance with Section 106.
2. In the event that a Federal agency or other agency issues Federal funding, permits, licenses, or approvals for the Undertakings associated with the Project and the Project remains unchanged, such Federal agency may become a Signatory to this PA as a means of satisfying its Section 106 compliance responsibilities, as outlined in Stipulation XI. Any necessary amendments will be considered in accordance with Stipulation XII of this PA.
3. This PA only binds FRA if it provides financial assistance, permits, licenses, or approvals for construction of the Project and, therefore, meets the definition of Undertaking found at 36 CFR § 800.16(y).
4. In the event that the Project does not become an FRA Undertaking and FRA withdraws its participation in the PA under Stipulation XIII.B, and another Federal agency or other agency continues to have an Undertaking and desires to continue to use this PA to satisfy its responsibilities under Section 106, this PA will be amended in accordance with the terms of Stipulation XII.B and that Federal agency or other agency acting as a Federal agency will assume lead agency responsibilities for Section 106.

B. TIMEFRAMES AND NOTIFICATIONS

1. All time designations are in calendar days unless otherwise stipulated. If a review period ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the next business day.

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2. All communication and notifications required by this PA will be sent by email or other electronic means.

C. ROLES AND RESPONSIBILITIES

1. FRA

- a. Pursuant to 36 CFR §800.2(a)(2), FRA has the primary responsibility to ensure the provisions of this PA are carried out.
- b. FRA is responsible for all government-to-government consultation with federally-recognized Native American tribes.

2. DDOT

- a. Pursuant to 36 CFR §800.2(c)(4), FRA authorized DDOT to initiate consultation and prepare any necessary analyses, documentation, and recommendations on its behalf, but FRA remains responsible for all findings and determinations, including determinations of eligibility, findings of effect as well as resolution to objections or dispute resolution.

3. NPS

- a. Although the legal mechanism for NPS's actions has not yet been determined, NPS currently expects that no further NPS Undertakings separate from those outlined in this PA would occur, therefore no additional Section 106 review by NPS is anticipated to be necessary. If any unexpected NPS Undertakings are required, NPS may suggest amending this PA in accordance with Stipulation XII to address the additional Section 106 reviews.
- b. NPS is responsible for implementing certain specified mitigation measures identified in Stipulation III and for any resulting curation of records and other cultural materials pursuant to 36 CFR §79.
- c. NPS will provide Signatories with annual updates on the completion of the specific mitigation measures that NPS has agreed to complete in Stipulation III pursuant to Stipulation IX.
- d. NPS is responsible for coordinating Federal Agencies' compliance with the Native American Graves Protection and Repatriation Act (NAGPRA) on National Park System lands.
- e. NPS is responsible for enforcing the applicable provisions of the Archaeological Resources Protection Act (ARPA 16 U.S.C. 470aa et seq.), including but not limited to the issuance of permits, and investigation of any damages resulting from prohibited activities on National Park System lands.

4. DRPT

- a. Pursuant to 36 CFR §800.2(c)(4), FRA authorizes DRPT to initiate consultation and prepare any necessary analyses, documentation, and recommendations on its behalf, but FRA remains legally responsible for all findings and determinations, including

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determinations of eligibility, findings of effect as well as resolution to objections or dispute resolution.

- b. DRPT will conduct investigations and produce analyses, documentation and recommendations in a timely manner to address archaeological resources within the APE not recorded in the field prior to the Record of Decision.
- c. DRPT will successfully complete any mitigation measures to minimize and resolve adverse effects on historic properties except for those for which NPS is responsible pursuant to Stipulation III.B.
- d. DRPT is responsible for funding the completion of all investigations and associated documentation, curation, and other mitigation necessitated as a result of adverse effects on historic properties in accordance with the terms prescribed in this PA. This includes those mitigation measures specified in Stipulation III.B which will be implemented by NPS.
- e. DRPT is responsible for costs incurred during any work stoppages in the event of a Post-Review Discovery.
- f. In the event the Virginia General Assembly creates a Virginia Rail Authority or other rail governing body, DRPT may assign this Agreement to that governing body without obtaining consent of the Signatories. This Agreement shall be binding upon and inure to the benefit of the Signatories hereto and their respective successors and permitted assigns. DRPT will notify FRA of the assignment when the agreement to assign is fully executed.

5. DC SHPO and DHR

- a. DC SHPO and DHR will review Project submittals according to the timeframes defined within this PA, and participate in consultation, as requested by FRA.

6. NCPC and CFA

- a. NCPC and CFA will review Project submittals according to the timeframes defined within this PA, and participate in consultation, as requested by FRA.
- b. These reviews do not supersede the statutory or regulatory obligations these bodies have, and their Commissions or Boards will review and approve the project components as required.

II. PERSONNEL QUALIFICATIONS STANDARDS

FRA, NPS, and DRPT will ensure that all historic preservation work performed by the relevant agency pursuant to Stipulations III and IV will be accomplished by or under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the *Secretary of the Interior's Professional Standards* (48 Federal Register [F.R.] 44716).

III. RESOLUTION OF ADVERSE EFFECTS

A. DOCUMENT REVIEW FOR MINIMIZATION AND MITIGATION MEASURES

The Signatories will follow these Document Review procedures, when specified, in Stipulation III.B for Minimization and Mitigation Measures during the Project's Preliminary Engineering Phase as stipulated below. The Signatories will also follow these procedures for Stipulation IV.C, Archaeology.

1. DRPT will provide draft documentation regarding preliminary engineering and design elements of the Project and any Minimization and Mitigation Measures it is responsible for performing to FRA for review and approval. FRA will review the draft documentation within thirty (30) calendar days. Following receipt of FRA approval, DRPT will submit the documentation to the Signatories.
2. The Signatories will review the documentation and provide written comments to FRA and DRPT within thirty (30) calendar days. Any Signatory may request a meeting within that review period.
3. DRPT, in consultation with FRA, will ensure that written comments received are considered and incorporated, as appropriate, to the fullest reasonable extent into the documentation and that the Signatories are notified of the manner in which the comments have been incorporated.
4. If no Signatory provides written comments within the specified timeframe, DRPT may proceed with the portion of the Project subject to the documentation without taking additional steps to seek comment from the Signatories.
5. If FRA or DRPT receives an objection or extensive revision recommendations to the document, FRA and DRPT will work expeditiously with the Signatories to respond to the objection and/or resolve the dispute. If no agreement is reached within thirty (30) calendar days, FRA may request the ACHP review the dispute in accordance with Stipulation X. FRA will notify the Signatories of FRA's decision.
6. Should any substantive changes be made to the engineering and design elements of the Project after the Signatories' review, DRPT, in consultation with FRA, will submit changes to the Signatories and review shall follow the same timeline and process as outlined above.

B. MINIMIZATION AND MITIGATION MEASURES

FRA and DRPT will ensure the following measures to minimize and/or mitigate adverse effects on historic properties are carried out. DRPT may independently proceed with the Project while NPS completes assigned mitigation measures.

1. Design Review: DRPT will design and aesthetically treat any elements of the Project, as illustrated in Appendix A, introduced into NPS-administered properties to be compatible with the character of existing resources and appropriate for the context of Washington DC's Monumental Core.

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- a. Minimization: Design Review will minimize potential adverse effects of introducing new features into the historic districts.
 - b. DRPT, in consultation with FRA, will consult with DC SHPO, DHR, NPS, NCPC and CFA pursuant to Stipulation III.A as the Preliminary Engineering Phase is progressed within the historic districts. Design Review will address the following design elements: a) structure type and visual appearance of the new railroad bridge and bike-pedestrian crossing; b) aesthetic treatment of new bridges or other structures; c) landscape design; and d) any additional signage or lighting necessitated by the Project, except for the Interpretative Signage Mitigation in Stipulation III.B.7 below.
 - c. The Signatories agree that steel “through plate girders” should be used to construct the new bridge over the Potomac River because the “through plate girders” are similar to the Long Bridge’s girders and will avoid and minimize adverse effects by establishing a common structural vocabulary and a better visual connection between the historic and new bridges than the steel “deck plate girders” which are similar to the adjacent Metro Bridge. If, through engineering and design development, DRPT determines that it is impracticable to construct the new bridge with “through plate girders,” DRPT will forward the information that forms the basis of its decision to the other Signatories and consult in accordance with Stipulation V. Any unresolved dispute relating to the type of girders that will be used to construct the new bridge will be addressed pursuant to Stipulation X. If “deck plate girders” are ultimately used to construct the new bridge, the Signatories shall consult further pursuant to Stipulation V to identify additional measures that will be used to mitigate the adverse effects that “deck plate girders” will cause and this PA will be amended pursuant to Stipulation XII.
2. Viewshed Protection Plan and Inventory/Assessment. DRPT will contribute a monetary value, agreed upon with NPS, for NPS to use to prepare and implement a GWMP Viewshed Protection Plan and Inventory/Assessment.
- a. DRPT and NPS agree that the contribution will be a value equal to the cost of preparing and implementing the GWMP Viewshed Protection Plan Inventory/Assessment for the portion of the GWMP from Alexandria to Columbia Island.
 - b. NPS will produce the GWMP Viewshed Protection Plan and Inventory/Assessment within two years of the receipt of funding.
3. Cultural Landscape Inventory. DRPT will contribute a monetary value, agreed upon with NPS, for NPS to use to prepare Cultural Landscape Inventories (CLIs).
- a. Funding will be provided for NPS to complete CLIs for the MVMH (north of Alexandria to Columbia Island), and the East and West Potomac Parks Historic District (from the Golf Course to the railroad corridor and including the NPS National Capital Region Headquarters Campus). NPS will oversee the development and execution of the CLIs.
 - b. NPS will produce a draft of the CLIs within eight (8) months of the receipt of funding from DRPT and will produce the final CLIs within one (1) year of the receipt of funding from DRPT.

4. Vegetation Protection Plan: A vegetation protection plan will be developed and implemented by DRPT, in coordination with NPS, within the areas defined as the limits of disturbance (LOD) in engineering plans to determine which vegetation is anticipated to be removed, impacted, or protected by the Project.

- a. Minimization: Where feasible and appropriate, extant vegetation will be preserved *in situ* and protected during construction.
 - b. The *Vegetation Protection Plan* will include, at a minimum: documentation of the site's existing conditions; quantification and illustrations of vegetation that will be affected by the Project; and specifications for the protection of vegetation where necessary. This plan shall focus to protect mature and contributing trees within the GWMP, MVMH, and East and West Potomac Parks Historic Districts.
 - c. DRPT will complete the draft *Vegetation Protection Plan* during the Preliminary Engineering Phase of the Project. The plan will be reviewed pursuant to Stipulation III.A. FRA will ensure that DRPT will produce a final *Vegetation Protection Plan* and distribute the plan electronically to the Signatories for documentation purposes.
 - d. DRPT will implement the final *Vegetation Protection Plan* through the completion of the construction of the Project.
5. Vegetation Restoration Plan: DRPT will contribute a monetary value, agreed upon with NPS, for NPS' implementation of its portion of the *Vegetation Restoration Plan*, as described below in paragraph (a). The *Vegetation Restoration Plan* will utilize the draft and final CLIs, in the manner described in this Agreement, with the purpose of reestablishing the historic planting plans, with a focus from Columbia Island to Gravelly Point vicinity within GWMP and East and West Potomac Parks Historic Districts within NAMA.
- a. Development & Implementation Responsibilities
 - i. DRPT shall develop a Vegetation Restoration Plan in collaboration with NPS, to the extent feasible under DRPT's Project schedule.
 - ii. NPS shall collaborate with DRPT to provide agency expert knowledge and any other available, relevant information for the development of the Vegetation Restoration Plan, including baseline documentation and other material to assist in the development of the restoration plan.
 - iii. DRPT shall implement the portion of the Vegetation Restoration Plan pertaining to the area within the LOD.
 - iv. NPS shall implement the Vegetation Restoration Plan for the non-LOD area.
 - v. DRPT will be responsible for vegetation monitoring and invasive plant removal within the LOD for five (5)-years after the date of construction completion, to ensure and support vegetation restoration within the LOD.
 - vi. Upon finalization, DRPT shall distribute the final Vegetation Restoration Plan to the Signatories. The plan will be reviewed pursuant to Stipulation III.A.

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- b. NPS would be responsible for any requirements associated with additional archaeology not subject to Stipulation IV for implementation of the plan outside the LOD. The Plan will include:
 - i. Specifications for the replacement of vegetation, and their caliper, where necessary. Restoration of vegetation at the same number and caliper inches of vegetation to be removed, unless the Project Sponsor and NPS agree to a lesser caliper and/or to a different tree type. NPS will be responsible for identification of appropriate replacement species alternatives, where in-kind replacement is not feasible, and the location of vegetation.
 - ii. A planting plan consisting of native trees and vegetation to screen new bridge structures and to minimize the visual effect of those structures to the extent feasible and appropriate.

6. Construction Management Control Plan:

- a. Minimization: DRPT will minimize temporary construction effects to historic properties from noise and vibration and visual effects using a variety of construction management techniques. Visual effects will be minimized to the extent practicable by providing appropriate screening between construction staging areas and cultural resources, limiting the size of construction staging areas, and/or locating them away from sensitive views and viewsheds.
- b. DRPT will develop and implement a construction noise and vibration control plan to ensure that both noise and vibrations are controlled throughout the estimated five (5)-year construction of the Project. The plan will be reviewed pursuant to Stipulation III.A.
- c. DRPT will develop and implement a plan for visual screening of construction areas throughout the estimated five (5)-year construction of the Project. The plan will be reviewed pursuant to Stipulation III.A.

7. Interpretation Plan: DRPT will prepare and implement the interpretation plan regarding the history and significance of the Long Bridge and related topics. In addition to the interpretation plan, DRPT will design, fabricate, and install physical wayside signs, and develop a website. DRPT will ensure that no less than four (4) physical wayside signs are installed along the bike-pedestrian crossing. DRPT will submit the *Interpretation Plan* and wayside drawings to the Signatories for their review, comment and approval prior to its completion. The plan will be reviewed pursuant to Stipulation III.A.

IV. ARCHAEOLOGY

For archaeological studies undertaken by DRPT, DRPT will continue identification and evaluation of archaeological historic properties in accordance with 36 CFR § 800.4 and 800.5 and following the findings and recommendations of the *Long Bridge Project Phase IA Archaeological Assessment Report*. DRPT, in consultation with FRA, will notify and consult, as appropriate, with Native American tribes in the event that pre-historic resources are identified.

- A. DRPT will ensure additional identification and evaluation of archaeological resources is accomplished in accordance with the relevant performance and reporting standards in Stipulation

II, including the DC SHPO *Guidelines for Archaeological Investigations in the District of Columbia*, the DHR *Guidelines for Conducting Historic Resources Survey in Virginia*, applicable Secretary of the Interior's Standards, and appropriate ACHP guidance.

- B. For archaeological studies undertaken by DRPT, DRPT will ensure payment for the permanent curation or arrange for long-term management and preservation of the archaeological collections, field records, images, digital data, maps, and associated records in accordance with 36 CFR § 79, *Curation of Federally-Owned and Administered Archaeological Collections*, and the relevant DC SHPO and DHR Guidelines. A digital copy of all field records, reports, and collections data will be supplied to DC SHPO, DHR, and NPS. All work will conform with *Director's Order #28A: Archaeology*, NPS's management policies, and the resource's archaeology program practices.
- C. If adverse effects to archaeological historic properties are identified, DRPT, in consultation with FRA, will do one of the following:
 - 1. Propose a minimization and data recovery plan; or
 - 2. Depending upon the significance of the resource(s) identified, propose a resource-specific Memorandum of Agreement (MOA) to resolve adverse effects. The MOA may address multiple historic properties.
- D. Document Review Procedures will be conducted pursuant to Stipulation III.A

V. POST-REVIEW CHANGES

If DRPT proposes changes to the Project that may result in additional or new effects on historic properties, DRPT will notify the Signatories of such changes. Before DRPT takes any action that may result in additional or new effects on historic properties, the Signatories, and other consulting parties, as appropriate, must consult to determine the appropriate course of action. This may include revision to the APE, identification and evaluation of historic properties, assessment of effects on historic properties, development and evaluation of alternatives or modifications to the Project that could avoid or minimize any adverse effects, or development of additional measures to mitigate any adverse effects. If required, the PA will be amended, as necessary, pursuant to Stipulation XII.

VI. POST-REVIEW DISCOVERIES

- A. If newly identified historic properties are discovered during Project construction or unanticipated effects on known historic properties are identified, FRA and DRPT will comply with 36 CFR § 800.13 by consulting with NPS, DC SHPO and/or DHR and, if applicable, Native American tribes that may attach religious and/or cultural significance to the affected property; and by developing and implementing avoidance, minimization, or mitigation measures with the concurrence of NPS, DC SHPO and/or DHR and, if applicable, Native American tribes.
 - 1. DRPT will immediately cease all ground disturbing and/or construction activities within a 50-foot radius of the discovery. DRPT will not resume ground disturbing and/or construction activities until the specified Section 106 process required by 36 CFR § 800.13 and this PA is complete.
 - 2. DRPT will notify FRA, NPS, DC SHPO, and DHR of any discovery within forty-eight (48) hours.

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3. DRPT, in consultation with FRA, will notify the Signatories and Native American tribes, as appropriate, of the discovery by providing documentation related to the eligibility of the discovery or assumed eligibility, and if applicable, a proposal to resolve adverse effects, within fourteen (14) calendar days.
 4. The Signatories will review the documents and provide written comments to FRA and DRPT within seven (7) calendar days or another agreed upon timeframe.
 5. DRPT, in consultation with FRA, will consider the written comments to the fullest reasonable extent.
 6. If DRPT receives an objection from a Signatory or Native American tribe, DRPT will notify FRA and then work in consultation with FRA to take the appropriate action and notify Signatories of FRA's decision. Should FRA, in consultation with DRPT, object to any of the comments received, FRA will provide a written explanation of its objection and will consult with the Signatories to resolve the objection. If no agreement is reached within thirty (30) calendar days following receipt of a written explanation, FRA will request the ACHP to review the dispute in accordance with Stipulation X.
 7. If no Signatory provides written comments on the notification specified in Stipulation VI.A.3 within the agreed upon timeframe noted above, DRPT may proceed with the submitted plan.
- B. Treatment of Human Remains. In the event that human remains, burials, or funerary objects are discovered during construction of the Project or any action taken pursuant to this PA within the District of Columbia, DRPT will immediately halt subsurface construction disturbance in the area of the discovery and in the surrounding area where additional remains can reasonably be expected to occur and will immediately notify FRA, DC SHPO, NPS, and the District Chief Medical Examiner ("CME") of the discovery under DC Code Section 5-1406 and other applicable laws and regulations. Should the discovery occur in Virginia, the Virginia Antiquities Act, Section 10.0-2305 of the *Code of Virginia* and its implementing regulations, 17 VACS-20, adopted by the Virginia Board of Historic Resources and published in the Virginia Register on July 15, 1991, and the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq) and its implementing regulations, 36 CFR §10, should be followed.
1. If the CME determines that the human remains are not subject to a criminal investigation by Federal or local authorities, FRA will ensure DRPT complies with the applicable Federal or local laws and regulations governing the discovery and disposition of human remains and consider the ACHP's Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects (2007).
 2. In accordance with the Virginia laws stated above, the local jurisdiction within which the remains are found can obtain a permit from DHR for the archaeological removal of human remains should removal be necessary.
 3. For actions involving Native American human remains or burials, FRA will consult the appropriate Native American tribes and DC SHPO and/or DHR to determine a treatment plan for the avoidance, recovery and/or reburial of the remains. If the human remains or burials occur on NPS lands, NPS will ensure compliance with applicable laws in accordance with provisions of the Native American Graves Protection and Repatriation Act, as amended

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(Public Law 101-601, 25 U.S.C. 3001 et seq) and regulations of the Secretary of the Interior at 43 CFR § 10.

VII. CONFIDENTIALITY

- A. If disclosure of location information could result in the disturbance of a cultural resource, all Signatories to this PA will ensure shared data, including data concerning the precise location and nature of historic properties, archeological sites, and properties of religious and cultural significance to Native American tribes, are protected from public disclosure to the greatest extent permitted by law, in accordance with 36 CFR § 800.11(c), Section 304 of the NHPA, Section 9 of the Archeological Resource Protection Act of 1979, and Executive Order 13007 Indian Sacred Sites (61 F.R. 26771-26772) dated May 24, 1996.
- B. For work executed on NPS land, NPS standard policies, Director's Orders #28 and 28A, along with NPS management policies will be followed. Per ARPA, the Superintendent of each park is the arbiter for what information can and cannot be released publicly.
- C. Consulting Parties and members of the public are not entitled to receive information protected from public disclosure.

VIII. DURATION

- A. This PA will expire if its terms are not carried out within ten (10) years from the date of its execution.
- B. Six (6) months prior to expiration, FRA, or DRPT with FRA's approval, may consult with the Signatories to re-evaluate this PA and amend it in accordance with Stipulation XII below.
- C. If FRA does not amend this PA prior to its expiration, FRA shall either (a) execute a new PA pursuant to 36 CFR § 800.14(b) or (b) comply with 36 CFR Part 800 for all remaining aspects of the Project as applicable.
- D. If FRA, in consultation with the Signatories, determines that the terms of this PA have been satisfactorily fulfilled prior to the expiration date, the PA shall terminate, and FRA shall provide all Consulting Parties with written notice of the termination.

IX. MONITORING AND REPORTING

- A. DRPT will provide the Signatories with a summary report detailing work undertaken pursuant to the PA's terms each year until the PA expires or is terminated. This report will include any scheduling changes proposed, any problems encountered, and any disputes or objections received in DRPT's efforts to carry out the terms of this PA.
- B. For mitigation measures for which NPS is the responsible party for implementation, NPS will notify and provide Signatories with a progress report on implementation of those measures at least annually via NPS' PEPC website (<https://parkplanning.nps.gov/>).

X. DISPUTE RESOLUTION

- A. Should any Signatory to this PA object at any time to any actions proposed or the manner in which the terms of the PA are implemented, FRA will consult with such Signatory to resolve the

Programmatic Agreement (July 7, 2020)
Long Bridge Project

objection. If FRA determines that such objection cannot be resolved within thirty (30) calendar days, FRA will:

1. Forward all documentation relevant to the dispute, including FRA's proposed resolution, to the ACHP with a copy to the other Signatories to this PA and request that ACHP provide FRA with its comments on the resolution of the objection within thirty (30) calendar days of receiving the documentation.
 2. If the ACHP does not provide comment regarding the dispute within the thirty (30) calendar-day time period, FRA will make a final decision on the dispute and proceed accordingly.
 3. FRA will document this decision in a written response to the objection that takes into account any timely comments regarding the dispute from the Signatories and provide the ACHP and Signatories with a copy of such written response.
 4. FRA may then proceed according to its decision.
 5. The Signatories remain responsible for carrying out all other actions subject to the terms of the PA that are not the subject of the dispute.
- B. Should a Consulting Party or member of the public object to any proposed action(s) or the manner in which the terms of the PA are implemented by submitting its objection to DRPT and/or FRA in writing, DRPT or FRA will notify the other Signatories and FRA will take the objection into consideration. FRA will notify the other Signatories of the objection, consult with the objecting party, and if FRA determines it appropriate, also consult with the other Signatories for not more than thirty (30) calendar days. Within fourteen (14) calendar days after closure of the consultation period, FRA will provide the objecting party and the Signatories with its final decision in writing.

XI. ADOPTABILITY

In the event that a Federal agency other than FRA is considering providing financial assistance, permits, licenses, or approvals for the Project, such Federal agency may become a Signatory to this PA as a means of satisfying its Section 106 compliance responsibilities. To become a Signatory to this PA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the PA, specifying the extent of the agency's intent to participate in the PA, and identifying the lead Federal agency for the Undertaking. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) calendar days or the approval will be considered implicit. Any other modifications to the PA will be considered in accordance with Stipulation XII.

XII. AMENDMENTS

- A. In the event that the Construction Project Sponsor changes, and FRA is providing financial assistance for construction of the Project, FRA will inform all Signatories in writing of the change. If the terms of the PA remain unchanged as a result of a new Construction Project Sponsor, the written notification will serve as the amendment, and will not necessitate action pursuant to Stipulation XII.B. The amendment will be effective on the date of notification. FRA will file the amendment with the ACHP. If changes to the terms of the PA are necessitated as a result, then the PA will be amended in accordance with Stipulation XII.B.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

- B. Any Signatory to this PA may request that it be amended. The Signatories will consult for a minimum of thirty (30) calendar days, or another time period agreed upon by all Signatories, to consider such amendment. The amendment will be effective on the date it is signed by all of the Signatories. FRA will file the executed amendment with the ACHP.

XIII. TERMINATION AND WITHDRAWAL

- A. If any Signatory to this PA determines that the terms of the PA will not or cannot be carried out, that Signatory will immediately notify the other Signatories in writing and consult with them to seek resolution or amendment pursuant to Stipulation XII of the PA. If within sixty (60) days a resolution or amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories. Once the PA is terminated, and prior to work continuing on the Undertaking, the lead Federal agency must either (a) execute a new PA pursuant to 36 CFR § 800.14(b); (b) comply with 36 CFR Part 800 for all remaining aspects of the Project; or (c) request, take into account, and respond to the comments of the ACHP under 36 CFR§ 800.7. FRA will notify the Signatories as to the course of action it will pursue.
- B. If FRA determines it does not have an Undertaking relating to this Project, FRA may withdraw from participation in this PA entirely upon 90-days written notification to all Signatories. If another Federal agency or other agency acting as a Federal agency does not elect to continue utilizing the PA per Stipulations I.A.4 then the PA is terminated.

XIV. AVAILABILITY OF FUNDS

- A. The obligations of Federal agencies under this PA are pursuant to the Anti-Deficiency Act, 31 U.S.C. § 1341(a)(1), therefore nothing in this PA will be construed as binding the United States to expend in any one fiscal year any sum in excess of appropriations made by Congress for this purpose, or to involve the United States in any contract or obligation for the further expenditure of money in excess of such appropriations.
- B. DRPT's obligation to expend, pay or reimburse any funds under this PA is subject to the availability of appropriations by the Virginia General Assembly and allocations by the Commonwealth Transportation Board. No funds had been appropriated for the Project at the time of the effective date of this PA.

XV. SIGNATURES AND EFFECTIVE DATE

- A. Effective Date. This PA will become effective immediately upon execution by all Signatories.
- B. Counterparts. This PA may be executed in counterparts, each of which constitutes an original and all of which constitute one and the same Agreement.
- C. Electronic Copies. Within one (1) week of the last signature on this PA, FRA shall provide each Signatory with one high quality, legible, full color, electronic copy of the fully-executed PA and all of its attachments fully integrated into one, single document. If the electronic copy is too large to send by e-mail, FRA shall provide each Signatory with an electronic copy of the fully executed PA as described above, on a compact disc or other suitable, electronic means.

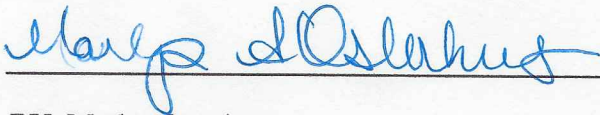
Programmatic Agreement (July 7, 2020)
Long Bridge Project

Execution and implementation of this PA evidences that FRA has considered the effects of this Undertaking on historic properties, afforded the ACHP a reasonable opportunity to comment, and satisfied its responsibilities under Section 106 of the NHPA and its implementing regulations.

[Signature Pages Follow]

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICE,
THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

FEDERAL RAILROAD ADMINISTRATION



7/20/2020

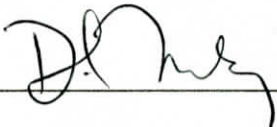
BY: Marlys Osterhues

Date

Chief, Environment and Project Engineering Division
Office of Railroad Policy and Development

**PROGRAMMATIC AGREEMENT
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THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
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THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER



BY: David Maloney, State Historic Preservation Officer

7/10/2020

Date

Programmatic Agreement (July 7, 2020)
Long Bridge Project

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AMONG
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AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES


Stephanie B. Williams for JVL
Deputy Director
BY: Julie Langan, State Historic Preservation Officer

7.30.2020

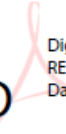
Date

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NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

NATIONAL PARK SERVICE

**Charles
Cuvelier**  Date: 2020.07.09
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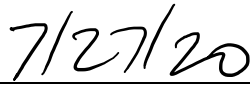
BY: Charles Cuvelier
Superintendent
George Washington Memorial Parkway
Region 1 - National Capital Area

**JEFFREY
REINBOLD**  Digitally signed by JEFFREY
REINBOLD
Date: 2020.07.20 10:42:26 -04'00'

BY: Jeff Reinbold
Superintendent
National Mall and Memorial Parks
Region 1 - National Capital Area

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
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THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

NATIONAL CAPITAL PLANNING COMMISSION


 

BY: Marcel Acosta, Executive Director

Date

**PROGRAMMATIC AGREEMENT
AMONG
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VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



BY: Jennifer Mitchell, Director

7/17/2020

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL RAILROAD ADMINISTRATION,
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THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES,
THE NATIONAL PARK SERVICE,
NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING
THE LONG BRIDGE PROJECT
IN
WASHINGTON, D.C. AND ARLINGTON COUNTY, VIRGINIA**

CONCURRING PARTIES:

DELAWARE NATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

VIRGINIA RAILWAY EXPRESS

SIGNATURE: _____

Date _____

PRINT NAME: _____

FEDERAL TRANSIT ADMINISTRATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

ANC 6D

SIGNATURE: _____

Date _____

PRINT NAME: _____

AMTRAK

SIGNATURE: _____

Date _____

PRINT NAME: _____

Programmatic Agreement (July 7, 2020)
Long Bridge Project

ARCHITECT OF THE CAPITOL

SIGNATURE: _____

Date _____

PRINT NAME: _____

ARLINGTON COUNTY HISTORIC PRESERVATION PROGRAM

SIGNATURE: _____

Date _____

PRINT NAME: _____

CRYSTAL CITY CIVIC ASSOCIATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

CSX TRANSPORTATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

DC PRESERVATION LEAGUE

SIGNATURE: _____

Date _____

PRINT NAME: _____

PENTAGON RESERVATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

SOUTHWEST BID

SIGNATURE: _____

Date _____

PRINT NAME: _____

Programmatic Agreement (July 7, 2020)
Long Bridge Project

U.S. COMMISSION OF FINE ARTS

SIGNATURE: _____

Date _____

PRINT NAME: _____

U.S. GENERAL SERVICES ADMINISTRATION

SIGNATURE: _____

Date _____

PRINT NAME: _____

APPENDIX A: LONG BRIDGE PROJECT PREFERRED ALTERNATIVE AND BIKE-PEDESTRIAN CROSSING OPTION

Figure 1: Preferred Alternative



Figure 2: Bike-Pedestrian Crossing Option



APPENDIX B: LIST OF CONSULTING PARTIES

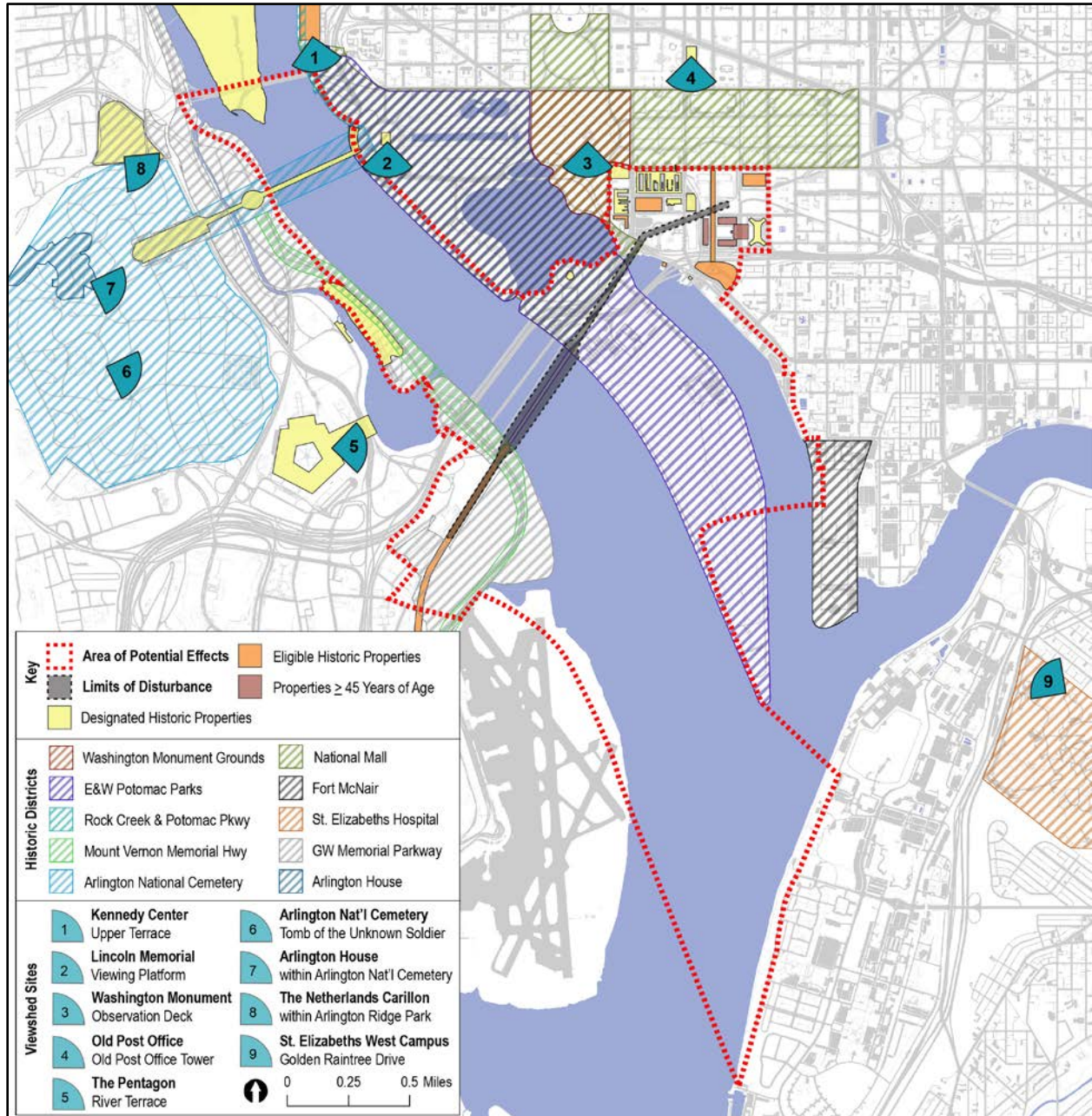
FRA initiated Section 106 consultation with DC SHPO and DHR on September 22, 2016. FRA and DDOT worked with DHR and DC SHPO to identify Consulting Parties, who were formally invited to participate in the Section 106 consultation process in March 2017. A list of those parties FRA invited to participate in the consultation process is shown in **Table 1** below.

Table 1: Agencies and Organizations Invited to Participate as Consulting Parties for the Long Bridge Project

Amtrak	National Mall Coalition ¹
Architect of the Capitol	NPS, Captain John Smith Trail ¹
Arlington County Historic Preservation Program	NPS, GWMP
Arlington County Manager ¹	NPS, National Capital Region
Arlington Historical Society ¹	NPS, National Mall & Memorial Parks
Arlington National Cemetery ¹	National Trust for Historic Preservation ¹
Catawba Indian Nation ¹	Pentagon Reservation (Department of Defense)
Committee of 100 on the Federal City ¹	Southwest BID
Crystal City Civic Association	Trust for the National Mall ¹
CSXT	U.S. Army Corps of Engineers, Baltimore District
DC Preservation League	U.S. Army Corps of Engineers, Norfolk District
Delaware Nation	U.S. Commission of Fine Arts
Delaware Tribe of Indians ¹	U.S. General Services Administration, National Capital Region
Federal Transit Administration	Virginia Department of Rail and Public Transportation
Mayor of the District of Columbia ¹	Virginia Railway Express
National Capital Planning Commission	Washington DC Chapter National Railway Historical Society ¹

¹ These organizations did not respond to the Consulting Party invitation or declined to participate as Consulting Parties.

APPENDIX C: AREA OF POTENTIAL EFFECTS AND LIST OF HISTORIC PROPERTIES



The following properties are listed in **Table 2**.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

Table 2: List of Historic Properties

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC Inventory of Historic Sites (DC), National Register of Historic Places (NRHP)
2.	Parkways of the National Capital Region	Washington, DC	Virginia Landmarks Register (VLR), Multiple Property Document (MPD) ²
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo, Washington, DC	DC, NRHP
4.	GWMP ³	Arlington, VA; Washington, DC	VLR, NRHP
5.	Mount Vernon Memorial Highway (MVMH) ⁴	Arlington, VA; Washington, DC	VLR, NRHP
6.	Plan of the City of Washington	Washington, DC	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	United States Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP

² A Multiple Property Documentation Form is a cover document and not a nomination in its own right but serves as a basis for evaluating the National Register eligibility of related properties. In this instance, the resources within the MPD, GWMP and MVMH, are analyzed within the EIS as individually listed resources.

³ Within the Long Bridge Project Area, the GWMP is primarily located in Virginia. Segments of the GWMP, such as where it extends along Lady Bird Johnson Park, are located within the District. Outside of the Project area, the GWMP also extends into Maryland.

⁴ The same geographic considerations as described above for the GWMP also apply to the MVMH.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	USDA South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW, Washington, DC	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, Arlington, VA, and Washington, DC	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW, Washington, DC	DC, Determination of Eligibility (DOE) ⁵
17.	Titanic Memorial	Water and P Streets SW, Washington, DC	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW, Washington, DC	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW, Washington, DC	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Analoastan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln) ⁶	West Potomac Park, Washington, DC	DC, NRHP
23.	Washington Monument and Grounds Historic District ⁶	14th Street, between Constitution and	DC, NRHP

⁵ A Determination of Eligibility Form is documentation outlining a resource's significance and applies the National Register Criteria for Evaluation to determine if the resource can be listed in the NRHP.

⁶ These properties are designated as viewshed locations outside of the APE boundaries.

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
		Independence Avenues, Washington, DC	
24.	Arlington House Historic District ⁶	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP
25.	Arlington National Cemetery Historic District ⁶	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District ⁶	2700 Martin Luther King Jr. Avenue SE, Washington, DC	DC, NRHP, National Historic Landmark (NHL)
27.	Netherlands Carillon (within Arlington Ridge Park) ⁶	Northwest corner of N Meade Street and Marwill Drive, Arlington, VA	VLR, NRHP,
28.	Old Post Office ⁶	1100 Pennsylvania Avenue NW, Washington, DC	DC, NRHP
29.	The Pentagon ⁶	US 1, Virginia Route 110, and I-395, Arlington, VA	VLR, NRHP, NHL
30.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
31.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
32.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
33.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSXT right-of- way in VA from Arlington County to the City of Richmond, VA	DOE
34.	Washington Marina Building	1300 Maine Avenue SW, Washington, DC	DOE

Programmatic Agreement (July 7, 2020)
Long Bridge Project

#	Name	Location	Designation
35.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park, Washington, DC	DOE
36.	Lady Bird Johnson Park	GWMP, Washington, DC	DOE
37.	John F. Kennedy Center for the Performing Arts ⁶	2700 F Street NW, Washington, DC	DOE
38.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE
39.	Astral Building (North Building, L'Enfant Plaza), 1968	955 L'Enfant Plaza SW, Washington, DC	Potentially eligible ⁷
40.	Cosat Building (South Building, L'Enfant Plaza), 1965	950 L'Enfant Plaza SW, Washington, DC	Potentially eligible
41.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza), 1971 to 1973	470-490 L'Enfant Plaza SW, Washington, DC	Potentially eligible
42.	USPS Building (West Building, L'Enfant Plaza), 1969 to 1971	475 L'Enfant Plaza SW, Washington, DC	Potentially eligible

⁷ Potentially eligible resources are those that have the possibility to be listed in the NRHP but a formal DOE has yet to be conducted.

APPENDIX D: ASSESSMENT OF EFFECTS REPORT CONCURRENCE LETTERS

DRAFT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



November 8, 2018

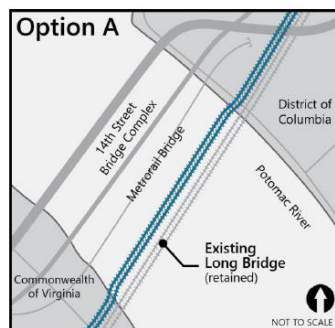
Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Assessment of Effects Report for the Long Bridge Project

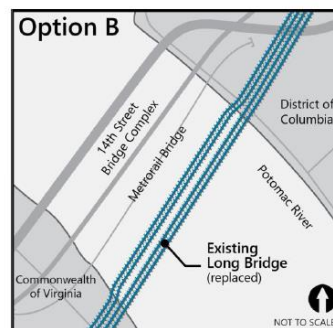
Dear Ms. Murphy:

Thank you for providing the District of Columbia State Historic Preservation Officer (DC SHPO) with a copy of the *Assessment of Effects Report* for review and comment. We have reviewed the document and are writing to provide additional comments regarding effects on historic properties in accordance with Section 106 of the National Historic Preservation Act.

We understand that two action alternatives have been retained for further consideration. Alternative A proposes to retain and restore the historic bridge, and to construct a second bridge upstream from the existing structure. Alternative B proposes to replace the historic bridge with two newly constructed bridges in the same general alignment. Both alternatives also include the possibility of constructing a new bike-pedestrian bridge upstream from the new bridge(s) that will either be attached to (Option 1), or independent from the new railroad bridge (Option 2), but a decision regarding whether the bike-pedestrian bridge will be constructed as part of the project has not yet been made.



- New 2-track bridge upstream of existing bridge
- Retain existing bridge



- New 2-track bridge upstream of existing bridge
- Replace existing bridge

Based upon our review of the report and the discussions held during the October 24, 2018 consulting parties' meeting, we concur that implementation of either action alternative will result in adverse effects on historic properties as outlined in the attached table. We also believe that Alternative A will have an indirect visual adverse effect on the East & West Potomac Park Historic District because it will block views to the historic bridge. However, the adverse effects associated with Alternative B will be far greater than those which will occur as a result of Alternative A because the former will completely destroy the historic bridge. For this reason, we recommend that Alternative A be selected as the Preferred Alternative.

Of the two options for the new bike-pedestrian bridge, an independent structure (Option 2) appears to result in fewer adverse effects because it will avoid the need to construct wider piers to accommodate both the new bike-pedestrian bridge and the new railroad bridge. This will allow the new railroad bridge piers to be much more similar in size and design to the historic piers and, therefore, more compatible with the historic context.

On a related note, we recommend that the new railroad bridge be constructed using "Through Plate Girders" (below, left) that match the historic girders rather than "Deck Plate Girders" (below right) that were used to construct the Metro bridge further upstream. Using "Through Plate Girders" will establish a consistent, compatible "vocabulary" for the railroad bridges and differentiate them from the Metro structure. Differences in age and subtle details should eliminate any confusion that the two railroad bridges were constructed simultaneously.



In addition to the minimization measures described above, we recommend that mitigation measures such as interpretive displays that address the existing historic bridge and the extended history of bridges along this alignment be developed and installed within the project area. Supplemental mitigation measures may also be required as we learn more about the proposed project.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to consulting further to develop an appropriate Section 106 agreement document.

Sincerely,



C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office

Assessment of Effects

Summary of Adverse Effects Determination



Historic Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall <i>DC</i>	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Indirect Adverse Effect
George Washington Memorial Parkway (GWMP) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway (MVMH) <i>VA/DC</i>	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
East and West Potomac Parks <i>DC</i>	No Adverse Effect	Direct Adverse Effect	Direct Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

November 9, 2018

Ms. Amanda Murphy, Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE, Mail Stop-20
Washington, DC 20590

Re: Long Bridge Project
Arlington County, Virginia
DHR Project No. 2016-0932

Dear Ms. Murphy:

Thank you for requesting comments from the Virginia Department of Historic Resources (DHR) on the materials presented at the Fourth Consulting Parties Meeting held on October 30, 2018.

Action Alternatives. DHR recommends the selection of Option 2 for the bike-pedestrian crossing, as the footprint would be smaller than Option 1; it would not as directly impact the historic bridge and would be more easily reversible. We recommend that it be placed upstream. Because Long Bridge is contributing to the East-West Potomac Park, it should be retained and a new two-track bridge should be constructed. Action alternatives may include ground disturbances for piers and/or landings in Virginia and in the District of Columbia. Any necessary further survey should be completed prior to the selection of the preferred alternative.

Summary for Assessment of Effects. Regarding summary assessment for Virginia properties, DHR concurs with the following determinations:

Property	No Action Alternative	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
George Washington Memorial Parkway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect
Mount Vernon Memorial Highway	No Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect	Direct Adverse Effect	Direct and Indirect Adverse Effect

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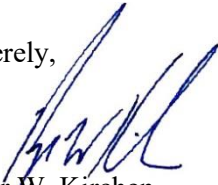
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Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report. We have reviewed the document entitled *Long Bridge Project: Phase IA Archaeological Assessment Draft Technical Report* and find that its recommendations are sound. We support the proposed classification of areas with high, moderate, and no archaeological potential and the Recommended Actions presented in Section 11.5.

This letter provides our concurrence with the FRA's determination of Adverse Effect for all action alternatives as submitted. We look forward to continued consultation with the FRA and the other consulting parties as the project progresses. For any additional questions, please contact the reviewer assigned to this project, Adrienne Birge-Wilson at (804) 482-6092, or via email at adrienne.birge-wilson@dhr.virginia.gov.

Sincerely,



Roger W. Kirchen
Director, Review and Compliance Division

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APPENDIX E: ASSESSMENT OF EFFECTS REPORT

DRAFT

Long Bridge Project

Section 106 Assessment of Effects Report

December 7, 2018

Long Bridge Project

Section 106 Assessment of Effects Report

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1.0 Introduction

The Federal Railroad Administration (FRA) in coordination with the District Department of Transportation (DDOT) assessed effects of the Long Bridge Project (the Project) on historic properties per Section 106 of the National Historic Preservation Act of 1966¹ and its implementing regulation.² FRA and DDOT are coordinating the Section 106 process with the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA).

The Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (the Long Bridge Corridor). The 1.8-mile Long Bridge Corridor is shown in **Figure 1-1**.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

This report documents the assessment of effects to historic properties that could result from the Project. This report includes the following:

1. Description of the project alternatives considered and a description of the bike-pedestrian crossing mitigation option;
2. Summary of Section 106 consultation efforts completed to date;
3. Description of the Area of Potential Effects (APE);
4. Listing identified historic properties and properties at or greater than 45 years of age within the APE;
5. Description of the methodology used for assessing effects on historic properties; and
6. Assessment of effects on historic properties.

FRA and DDOT considered comments from the District of Columbia State Historic Preservation Officer (DC SHPO), Virginia Department of Historic Resources (VDHR), and other Consulting Parties to the Section 106 process in preparing this final report.³

¹ 54 USC 300101.

² 36 CFR Part 800. Protection of Historic Properties.

³ FRA and DDOT provided a draft Assessment of Effects report to SHPOs and Consulting Parties for 30-day review (Oct 10, 2018 – November 9, 2018), and held a Consulting Parties Meeting on October 24, 2018.

Figure 1-1 | Long Bridge Corridor



2.0 Description of the Undertaking

2.1. Project Background

The existing Long Bridge is a two-track railroad bridge, constructed in 1904, that is currently owned and operated by CSX Transportation (CSXT), a Class I freight railroad. The Long Bridge is a contributing structure to the East and West Potomac Parks Historic District. The Long Bridge Corridor serves freight (CSXT), National Railroad Passenger Corporation (Amtrak) intercity passenger rail, and Virginia Railway Express (VRE) commuter rail. Maryland Area Regional Commuter (MARC) service, which currently terminates at Washington Union Station in the District, plans to expand service across Long Bridge between the District and Northern Virginia. Norfolk Southern, also a Class I freight railroad, has trackage rights on Long Bridge but does not currently exercise those rights.

Long Bridge is a key element of the regional commuter railroad network and national railroad system for intra- and intercity passenger rail service, as well as freight railroad service along the Eastern Seaboard of the United States, linking the Northeast Corridor and Southeast High-Speed Rail Corridor. Projections indicate that freight and passenger growth will exceed the capacity of the existing two-track bridge across the Potomac River. Future demand will require new options and expanded infrastructure to avoid interrupting the movement of passengers and goods across the Potomac River and to provide service to economic centers north and south of Long Bridge.

2.2. Alternatives to Be Evaluated in the EIS

2.2.1. Action Alternatives

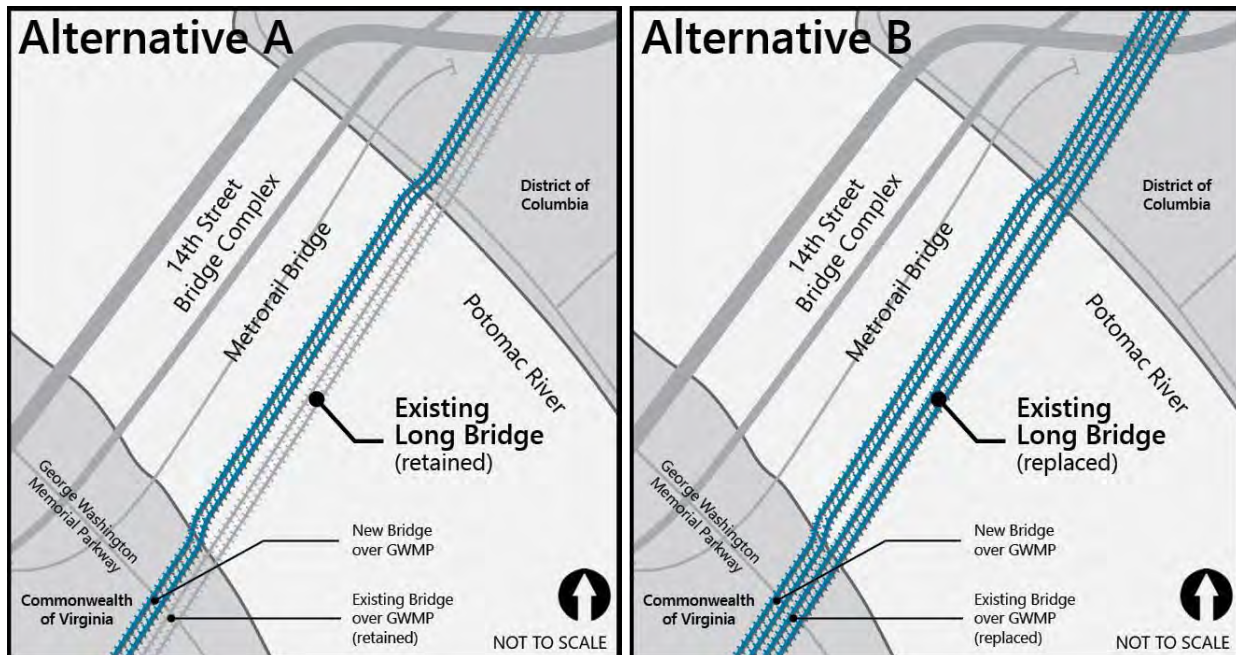
Based on the results of concept screening completed by FRA and DDOT, in addition to comments from agencies, the public, and Consulting Parties, FRA and DDOT selected two Action Alternatives to for evaluation in the EIS. **Figure 2-1** shows Action Alternative A and Action Alternative B.

- **Action Alternative A (Preferred Alternative):**⁴ This alternative would retain the existing two-track Long Bridge and construct a new two-track bridge upstream of the existing Long Bridge to create a four-track crossing over the Potomac River. Action Alternative A proposes no repairs or modifications to the existing Long Bridge under this Project, and the central through-truss span would be retained. A new component railway bridge would also be constructed to span above the George Washington Memorial Parkway (GWMP). The existing two-track railroad bridge above the GWMP would remain.
- **Action Alternative B:** This alternative would replace Long Bridge with a new two-track bridge and construct another new two-track bridge upstream of the existing bridge to create a four-track crossing. This alternative would also construct two new component railway bridges spanning above the GWMP, necessitating the removal of the existing bridge.

⁴ FRA and DDOT have identified Action Alternative A as the Preferred Alternative in the EIS. They informed agencies and the public of this decision on November 29, 2018.

North of the Potomac River crossing, the Action Alternatives follow substantially the same course. The following section describes elements common to both Action Alternatives.

Figure 2-1 | Action Alternatives to Be Evaluated in the EIS



2.2.2. Elements Common to Both Action Alternatives

The southern Project limit is the RO Interlocking, a series of signals and track crossovers allowing trains to switch between tracks. As part of the District to Richmond segment of the Southeast High-Speed Rail Corridor, the Virginia Department of Rail and Public Transportation (DRPT) is proposing a four-track crossover alignment at this location.⁵ Both Action Alternatives tie into the planned interlocking and add two new tracks in addition to the two existing tracks. The new and existing tracks would meet the switching and crossover length requirements necessary at an interlocking for interoperability.

Moving north from the RO Interlocking, the four-track alignment proposed for the Project would continue adjacent to Long Bridge Park and would then cross over the GWMP. In both Action Alternatives, a new bridge would be constructed over the Mount Vernon Trail (MVT) and continue across the Potomac River upstream of the existing bridge. Additional information on the proposed bridge design and engineering is described in **Section 2.2.4, Conceptual Engineering Studies**.

After crossing the Potomac River, the new Long Bridge structures in both Action Alternatives would extend over Ohio Drive SW in the District and end at an abutment north of the street. The new upstream bridge would extend into National Park Service (NPS) Parking Lot C. The two new western track alignments would continue north from NPS Parking Lot C with a new single-span bridge spanning

⁵ DRPT. *DC2RVA Tier II DEIS*, Appendix A – Alternatives Technical Report. Accessed from http://dc2rvarail.com/files/9615/0413/6228/Appendix_A-Attachment_A_Corridor_Segments.pdf. Accessed July 18, 2018.

the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Yellow Line portal. Retaining walls would be required along the eastern and western sides of the four-track corridor to retain embankment fills.

The four new tracks would continue across I-395 on two separate two-track bridges. After bridging I-395, the four tracks would converge into parallel alignments and widen to the east of the existing track alignment, but would still be within the existing right-of-way. The four tracks would continue north along the corridor and cross over Ohio Drive SW for a second time on a single new four-track bridge. Retaining walls would again be required on either side of the corridor to retain embankment fill slopes.

The corridor would cross the Washington Channel at the mouth of the Tidal Basin on a single new four-track bridge that would replace the existing bridge. The channel is not navigable underneath the existing bridges. Just north of the Washington Channel crossing, the tracks would cross Maine Avenue SW and Maiden Lane on a new four-track bridge. The existing retaining wall along the west side of the tracks along the I-395 off-ramp would be maintained, and a new retaining wall would be required along the east side of the railroad corridor between the tracks and the Washington Marina parking lot. The alignment of the two new tracks would require that the pedestrian bridge over Maine Avenue SW be replaced on a new alignment.

The four-track alignment would proceed along the corridor between the Mandarin Oriental Hotel and the Portals V development and would continue underneath the Maryland Avenue SW overbuild. The tracks would share multiple bays between existing bridge piers, with some bridge modifications required.

From Maryland Avenue SW, the tracks would travel along the corridor underneath 12th Street SW, the 12th Street Expressway, and L'Enfant Plaza SW. Just north of L'Enfant Plaza SW, the four tracks would tie into the four tracks at LE Interlocking proposed by VRE, again meeting the switching and crossover length requirements necessary at an interlocking for interoperability.

2.2.3. No Action Alternative

The EIS will also evaluate the No Action Alternative, pursuant to NEPA implementing regulations. In the No Action Alternative, the Project would not be implemented. While the No Action Alternative is not consistent with the Project's Purpose and Need, it will serve as a baseline against which the potential effects of the Action Alternatives can be compared.

2.2.4. Conceptual Engineering Studies

FRA and DDOT are currently studying options to consider the feasibility and constructability of various bridge structure types under both Action Alternatives. In each alternative, the new bridges would be essentially identical in type and size. Over the navigation channels, a fixed span is proposed for the new bridge, with no ability to move or open for marine traffic. The vertical clearances beneath the bridge are restricted at the navigation channel, Ohio Drive SW, the Rock Creek Park Trail, and the MVT. Therefore, the bottom of the beams on the new bridge would be at the same elevation as that of the existing bridge. However, to meet new CSXT design criteria and maintain similar span lengths, the top of rail of the new bridge would be approximately 3 to 5 feet higher than the top of rail of the existing bridge.

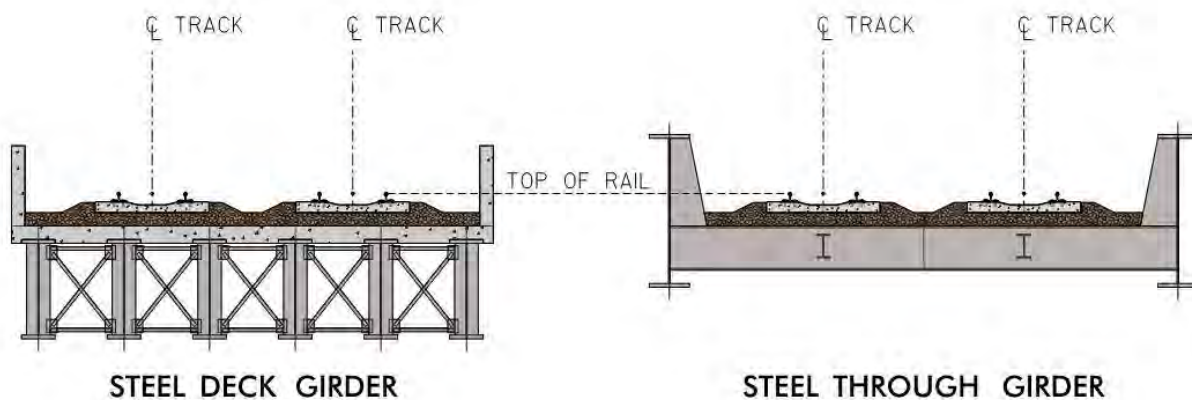
The overall depth of the approach bridge superstructure would be similar to, or slightly deeper than, the existing bridge depth. This element would be further refined during final design. The main channel span

over the navigational channel would have a deeper superstructure depth than the approach bridges due to the longer span, with an overall depth approximately 50 percent greater than the existing through girders.

For Action Alternative A, the locations of the new piers in the Potomac River are proposed to remain in the same configuration as the existing Long Bridge and in line with existing piers. If Action Alternative B is selected, and the existing bridge is replaced with a new bridge, the span lengths for both new bridges would remain similar as the superstructure lengths are already at the maximum limits for the required design loading, bridge geometry, and vertical clearances.

Two structure types for the proposed bridge across the Potomac River are being considered, as shown in **Figure 2-2**: a steel through girder bridge and a steel deck girder bridge. These are common structure types for railroad bridges in the United States. In addition, these structure types are considerably more cost effective than other structure types. The shallow depth of the structure required over the navigation channel precludes the use of concrete girders at this location. For uniformity, only steel girders are proposed for the new bridges over the river.

Figure 2-2 | Structure Types Under Consideration



Given the location of the bridge and its proximity to major landmarks and trails, the aesthetics of the proposed bridge would be considered in final design. The main difference between the two structure types in terms of aesthetics is the visible structure depth. For the deck girder design, roughly half the depth is the steel girder and the other half is the concrete deck and parapet wall. For the through girder bridge, the entire visible depth is steel. The concrete deck and parapet of the deck girder option may be cast with a decorative form liner to economically give an aesthetic finish to the parapet. The through girders can be painted to enhance the bridge appearance.

Both evaluated structure types would be viewed as traditional railroad bridges in appearance, to provide visual consistency with the existing Long Bridge structure. These would not have any signature spans that would greatly stand out among the surrounding bridges. Additionally, none of the new bridges proposed in either Action Alternative would recreate the central through truss span on the existing Long Bridge. Feedback received from the public, agencies, and Consulting Parties indicated a preference for a new span or spans that preserves the uniformity of the existing Long Bridge-Metrorail-14th Street bridge

complex and avoids potential adverse visual effects resulting from a signature span. The new bridges would be a deck plate girder or through plate girder bridge type for all spans, as shown in **Figure 2-2**.

2.2.5. Bike-Pedestrian Crossing Options

Although not part of the Project's Purpose and Need, some agencies and members of the public have expressed strong support for a bike-pedestrian crossing. The Project has continued to explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network. A potential bike-pedestrian crossing could be implemented under either Action Alternative being evaluated in the EIS. While not part of the Project, FRA, DDOT, and NPS are continuing to consider a bike-pedestrian crossing option as potential mitigation for impacts to properties protected under Section 4(f) of the United States Department of Transportation Act of 1966.⁶

The Project evaluated the feasibility of four bike-pedestrian crossing options and considered if a crossing could be designed to be consistent with railroad operator plans and pursuant to railroad safety practices. The four options extend from the Long Bridge Park side of the GWMP to the north side of Ohio Drive SW at NPS Parking Lot C, with connections to the MVT and Ohio Drive SW. These options are summarized below:

- **Option 1A** would provide a crossing attached to the upstream side of the new upstream railroad bridge using a shared superstructure and substructure with the railroad bridge. This option would provide a direct connection to Long Bridge Park.
- **Option 1B** would provide a crossing attached to the upstream side of the new upstream railroad bridge using a shared substructure and separate superstructures. This option would provide a direct connection to Long Bridge Park.
- **Option 2** would provide a crossing on an independent bridge on the upstream side of the new upstream railroad bridge. This option would provide a direct connection to Long Bridge Park.
- **Option 3** would provide a crossing on an independent bridge downstream of the existing railroad bridge. To optimize connections to bicycle and pedestrian facilities, the crossing would connect in the District to Ohio Drive SW near the NPS National Capital Region (NCR) Headquarters, rather than landing next to Long Bridge. A direct connection to Long Bridge Park would not be feasible with this option.

Options shown at the public and agency meetings in December 2017 did not show the crossing connecting across the GWMP to Long Bridge Park. However, following feedback received from the public and agencies (U.S. Commission of Fine Arts [CFA], National Capital Planning Commission [NCP], and Arlington County) that emphasized the importance of a connection to Crystal City, the potential to cross the GWMP have been evaluated as part of all options.

The ramps connecting to the MVT in Virginia and to Ohio Drive SW in the District would begin sloping down to existing ground once the crossing reaches land on either side of the river or may begin sloping down while still over the river, which would minimize the length of ramp switchbacks. The determination of whether the bridge can begin sloping downward while still over the river channel

⁶ 49 USC 303

would be made in consultation with the United States Coast Guard regarding the minimum allowable vertical clearance over the channel.

FRA and DDOT will continue to consider Option 2 as potential mitigation for the Project. As shown in **Figure 2-3** and **Figure 2-4**, Option 2 provides the bike-pedestrian crossing on a completely separate structure approximately 25 feet upstream of the new upstream railroad bridge.

Option 2 is preferred by the railroad operators and NPS (land owner on either side of the bridge and the river bottom). This structure would be supported by single-column piers approximately 6 feet in diameter. The Option 2 piers would be significantly smaller than the piers in Option 1B as the size would be based on bike-pedestrian loading rather than railroad loading. The results of a Threat, Vulnerability, & Risk Assessment (TVRA) showed that this option would have the lowest risk, because the completely separate structure and distance between bridges would prohibit pedestrians from accessing the railroad bridge. Therefore, fewer security measures would be required. The completely separate structure also simplifies inspection and maintenance. Lastly, the construction cost of Option 2 would also be approximately 20 percent less than Option 1B.

Figure 2-3 | Bike-Pedestrian Crossing Option 2

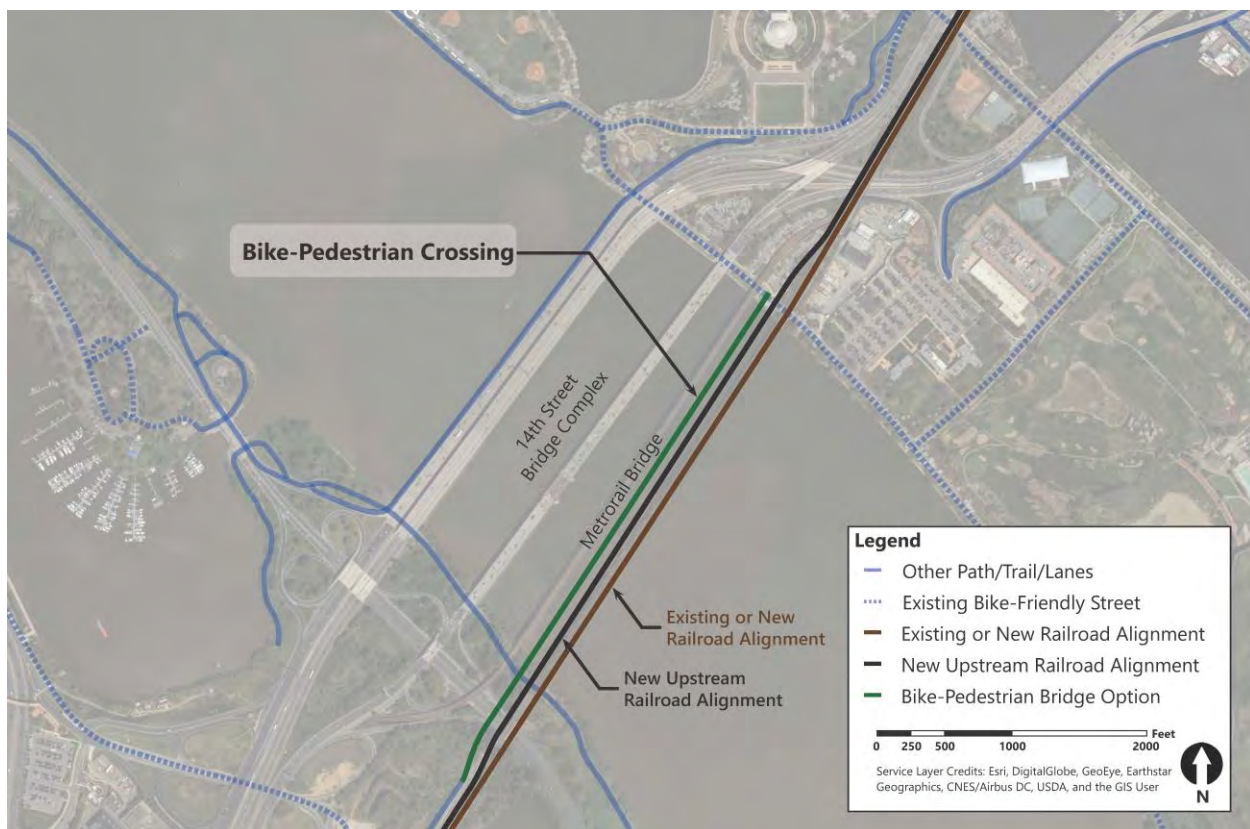
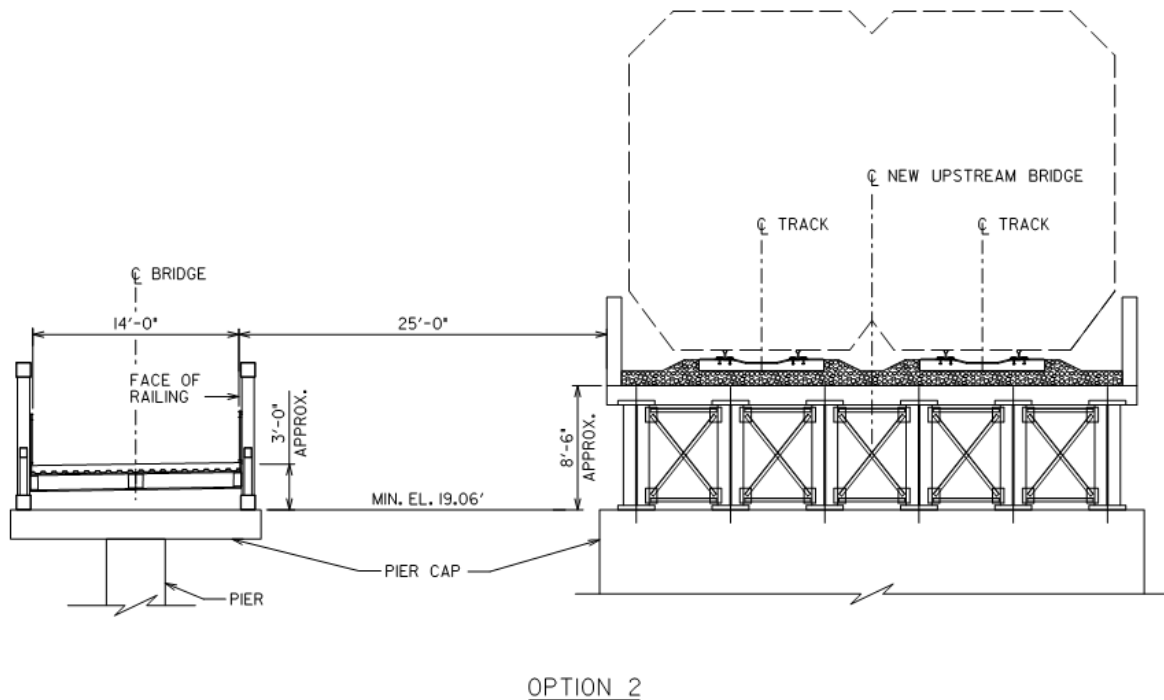


Figure 2-4 | Section Diagram of New Upstream Railroad Bridge and Bike-Pedestrian Crossing Option 2



Options 1A, 1B, and 3 were eliminated from further consideration for the following reasons:

- The deck of Option 1A, because it shares its superstructure as well as its substructure with the new upstream railroad bridge, would be at a much higher elevation across the river. This would require longer ramps than the other options, resulting in additional impacts to the GWMP, MVT, and NPS Parking Lot C. Compared to the other options, Option 1A would also offer less separation between the bike-pedestrian crossing and the railroad bridge. This proximity to the railroad bridge would result in a less desirable experience for bicyclists and pedestrians and would make maintenance and inspection more difficult.
- Option 1B shares its substructure with the new upstream railroad bridge, but would have a separate superstructure, enabling additional separation distance from the active railroad. To support the bike-pedestrian crossing superstructure, the railroad bridge piers would be extended by approximately 22 feet farther upstream. The results of the TVRA showed that this option would have the second highest risk of the options available. Option 1B requires substantial security measures to make it more difficult for pedestrians to access the railroad bridge. The proximity to the railroad bridge would result in a less desirable experience for bicyclists and pedestrians and make maintenance and inspection more difficult. The extended railroad piers and security measures make Option 1B more expensive than Option 2.

- Option 3 would introduce a new visual element into the viewsheds from the GWMP, East Potomac Park, and Potomac River resulting in additional impacts. In addition, it could not provide a direct connection to Long Bridge Park.

2.3. Long Bridge Section 106 Consultation

FRA initiated Section 106 consultation with DC SHPO and VDHR on September 22, 2016. FRA and DDOT worked with VDHR and DC SHPO to identify Consulting Parties, who were formally invited to participate in the Section 106 consultation process in March 2017. A list of those parties FRA invited to participate in the consultation process is shown in **Table 2-1** below.

Table 2-1 | Agencies and Organizations Invited to Participate as Consulting Parties for the Long Bridge Project

Amtrak	National Mall Coalition ¹
Architect of the Capitol	NPS, Captain John Smith Trail ¹
Arlington County Historic Preservation Program	NPS, GWMP
Arlington County Manager ¹	NPS, National Capital Region
Arlington Historical Society ¹	NPS, National Mall & Memorial Parks
Arlington National Cemetery ¹	National Trust for Historic Preservation ¹
Catawba Indian Nation ¹	Pentagon Reservation (Department of Defense)
Committee of 100 on the Federal City ¹	Southwest BID
Crystal City Civic Association	Trust for the National Mall ¹
CSXT	U.S. Army Corps of Engineers, Baltimore District ²
DC Preservation League	U.S. Army Corps of Engineers, Norfolk District ²
Delaware Nation	CFA
Delaware Tribe of Indians ¹	U.S. General Services Administration, National Capital Region
Federal Transit Administration (FTA)	DRPT
Mayor of the District of Columbia ¹	VRE
NCPC	Washington DC Chapter National Railway Historical Society ¹

¹ These organizations did not respond to the Consulting Party invitation or declined to participate as Consulting Parties.

² During scoping, the Norfolk District designated FRA as the lead Federal agency for fulfilling its compliance obligations under Section 106. In November 2018, the Baltimore District designated FRA as the lead Federal agency for Section 106 compliance.

FRA and DDOT jointly conducted four Section 106 Consulting Party meetings between April 2017 and October 2018. The specific content of those meetings is explained in **Table 2-2**. The feedback received during these meetings and in the subsequent comment periods informed the development of the APE, the identification of historic properties, the methodology for assessing effects, the assessment of effects on historic properties, and appropriate resolution strategies. In addition to meeting with Consulting Parties, FRA and DDOT held several public meetings throughout the NEPA process to provide information and solicit comments and questions from the public. These meetings also served as public meetings for the purposes of Section 106 consultation.

Table 2-2 | Consulting Party Meetings for the Long Bridge Project

Date	Content
Meeting #1 April 25, 2017	Project overview; purpose and need; preliminary concepts and screening; Section 106 process; preliminary identification of historic properties; and role of the consulting party.
Meeting #2 November 15, 2017	Concept screening results; draft APE and field survey methodology; and identification of historic properties.
Meeting #3 May 30, 2018	Phase 1A archaeological assessment overview; methodology for assessing effects to historic properties.
Meeting #4 October 24, 2018	Phase 1A archaeological assessment findings; findings of draft assessment of effects report; and avoidance, minimization, and mitigation strategies.

3.0 Identification of Historic Properties

This section provides a summary of the methodology utilized by FRA and DDOT to develop the project APE and identify historic properties, as well as the findings of those efforts. A detailed description of these methodologies and findings are described in the *Area of Potential Effects and Historic Properties Technical Report* (February 2018), which was provided to DC SHPO, VDHR, and the Consulting Parties (see **Appendix A**).

3.1. APE Development

Section 106 regulations define the APE as the geographic boundary within which an undertaking has the potential to directly or indirectly effect historic properties. The APE boundary reflects the scale and nature of an undertaking and may be different for different types of effects caused by an undertaking. For Section 106 consultation, the APE is defined to facilitate the identification of historic properties and to allow for the evaluation of potential effects to historic properties resulting from an undertaking.⁷

For the Project, FRA identified an APE and Limits of Disturbance (LOD) for the alternatives under consideration. The LOD boundary represents the area within which the Project has the potential to directly alter an existing feature or result in ground-disturbing activities. FRA subsequently refined the APE in consultation with DC SHPO, VDHR, and other Consulting Parties. By letters dated March 23, 2018, DC SHPO and VDHR concurred with the APE and LOD.

Following the dismissal of the bike-pedestrian crossing option downstream of the existing Long Bridge (see **Section 2.2.5, Bike-Pedestrian Crossing Options**), FRA revised the LOD to remove the alignment of that crossing option and its associated access ramps and landings (see **Figure 3-1**). The APE boundary remains unchanged.

3.2. Identification of Historic Properties

Concurrent with the development of the APE, FRA and DDOT identified historic properties within the APE boundaries in consultation with DC SHPO, VDHR, and the Consulting Parties (as shown in **Figure 3-2**). Per the Section 106 regulation, a historic property is defined as "... any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP)." The definition of historic properties includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (including artifacts, records, and material remains).⁸ The following tables provide a list of identified historic properties for the Project. **Appendix A, Area of Potential Effects and Historic Properties Technical Report**, provides more detailed information on the location and significance of these properties.

⁷ 36 CFR 800.16(d).

⁸ 36 CFR 800.16(l)(1).

Figure 3-1 | Area of Potential Effects and Limits of Disturbance

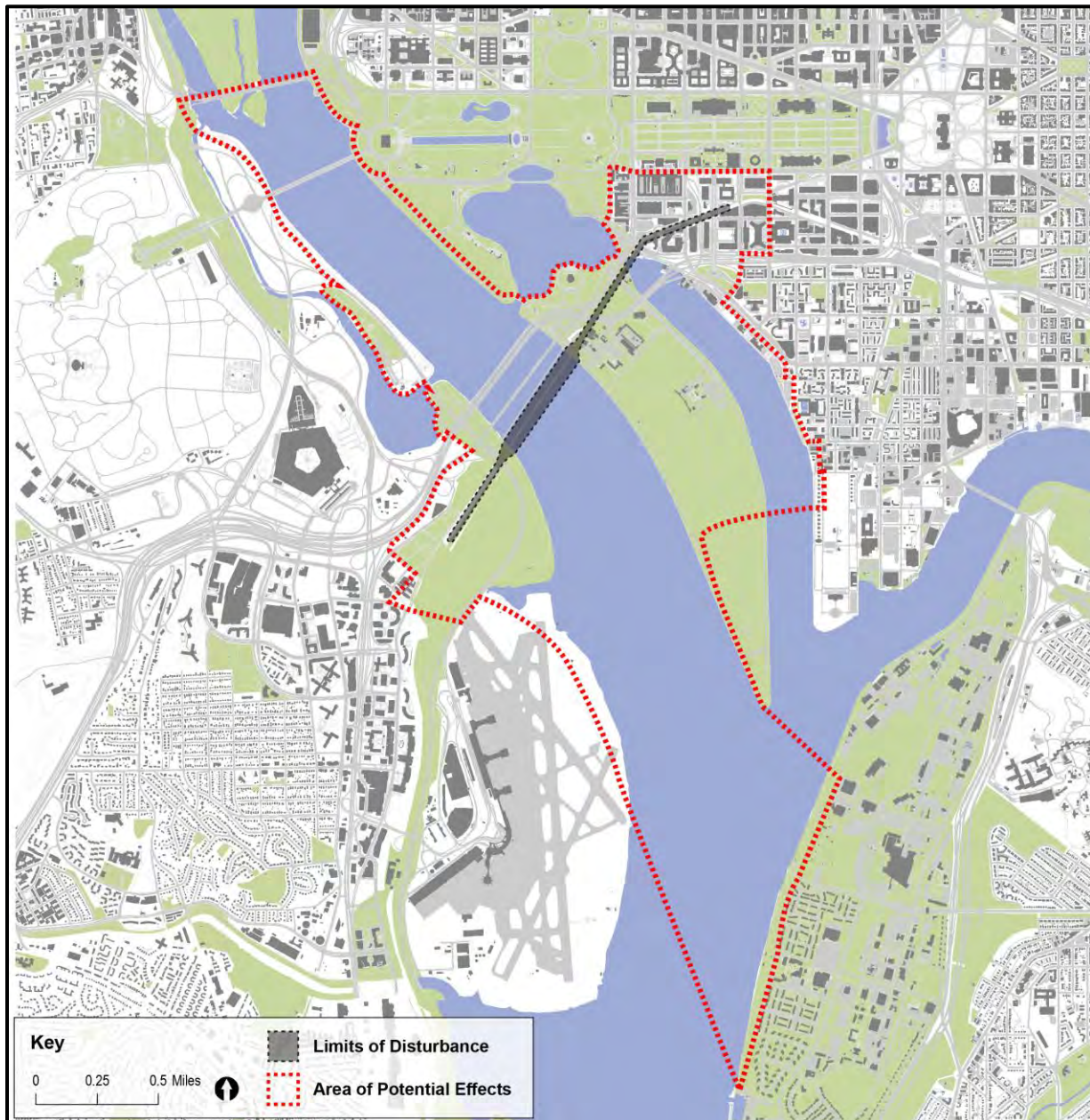
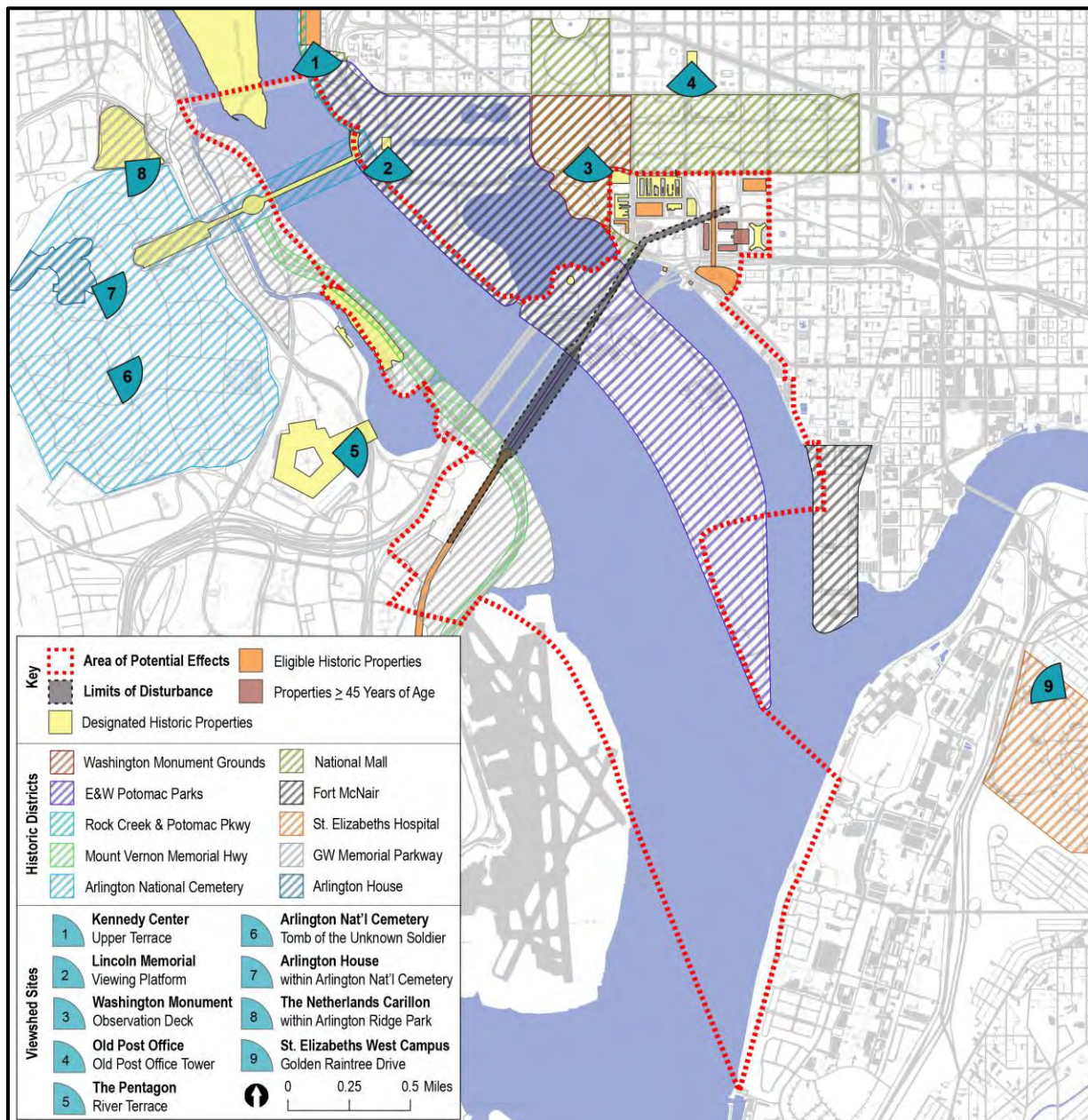


Figure 3-2 | Identification of Historic Properties



3.2.1. Designated Historic Properties

The following properties (**Table 3-1**) have been listed in the NRHP, DC Inventory of Historic Sites (DC), or the Virginia Landmarks Register (VLR). Two properties have been designated as National Historic Landmarks (NHL). In some cases, these properties were determined eligible for NRHP listing (Determination of Eligibility [DOE]) and were subsequently listed.

Table 3-1 | Designated Historic Properties

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC, NRHP
2.	Parkways of the National Capital Region	Washington, DC	VLR, NRHP
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo, Washington, DC	DC, NRHP
4.	GWMP¹	Arlington, VA; Washington, DC	VLR, NRHP
5.	Mount Vernon Memorial Highway (MVMH)²	Arlington, VA; Washington, DC	VLR, NRHP
6.	Plan of the City of Washington	Washington, DC	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	United States Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	USDA South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW, Washington, DC	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, Arlington, VA, and Washington, DC	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW, Washington, DC	DC, DOE
17.	Titanic Memorial	Water and P Streets SW, Washington, DC	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW, Washington, DC	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW, Washington, DC	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Anacostan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln)³	West Potomac Park, Washington, DC	DC, NRHP
23.	Washington Monument and Grounds Historic District³	14th Street, between Constitution and Independence Avenues, Washington, DC	DC, NRHP
24.	Arlington House Historic District³	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP

25.	Arlington National Cemetery Historic District³	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District³	2700 Martin Luther King Jr. Avenue SE, Washington, DC	DC, NRHP, NHL
27.	Netherlands Carillon (within Arlington Ridge Park)³	Northwest corner of N Meade Street and Marshall Drive, Arlington, VA	VLR, NRHP,
28.	Old Post Office³	1100 Pennsylvania Avenue NW, Washington, DC	DC, NRHP
29.	The Pentagon³	US 1, Virginia Route 110, and I-395, Arlington, VA	VLR, NRHP, NHL

¹ Within the Long Bridge Project Area, the GWMP is primarily located in Virginia. Segments of the GWMP, such as where it extends along Lady Bird Johnson Park, are located within the District. Outside of the Project area, the GWMP also extends into Maryland.

² The same geographic considerations as described above for the GWMP also apply to the MVMH.

³ These properties are designated as viewshed locations outside of the contiguous APE boundaries.

3.2.2. Eligible Historic Properties

The following properties have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by VDHR or DC SHPO.

Table 3-2 | Eligible Historic Properties

#	Name	Location	Designation
1.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
2.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
3.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
4.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSX right-of-way in VA from Arlington County to the City of Richmond, VA	DOE
5.	Washington Marina Building	1300 Maine Avenue SW, Washington, DC	DOE
6.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park, Washington, DC	DOE
7.	Lady Bird Johnson Park	GWMP, Washington, DC	DOE
8.	John F. Kennedy Center for the Performing Arts¹	2700 F Street NW, Washington, DC	DOE
9.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE

¹ These properties are designated as viewshed locations outside of the contiguous APE boundaries.

3.2.3. Properties at or Greater than 45 Years of Age

Although the scope for this project does not include drafting formal DOEs, properties located within the APE that are at least 45 years of age were evaluated against the NRHP Criteria for Evaluation.⁹ An assessment of integrity for each property was also undertaken. This age was selected to account for the 50-year threshold that is generally observed in the evaluation of historic significance, and to account for the implementation schedule of the Project (which would extend 5 or more years into the future). These properties were identified using a range of documentation resources including real property and building permit data, historic maps and photographs, and aerial photographs. A preliminary evaluation of each property's potential historic significance and integrity is provided as a resource for future, or more detailed, evaluation by FRA or others at the time of Project implementation.

Table 3-3 | Properties at or Greater than 45 Years of Age

#	Name	Location	Date(s)	Preliminary Determination of Eligibility
1.	425 12th Street SW¹	425 12 th Street SW, Washington, DC	1959	Likely not eligible.
2.	Astral Building (North Building, L'Enfant Plaza)	955 L'Enfant Plaza SW, Washington, DC	1968	Potentially eligible.
3.	Cosat Building (South Building, L'Enfant Plaza)	950 L'Enfant Plaza SW, Washington, DC	1965	Potentially eligible.
4.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)	470-490 L'Enfant Plaza SW, Washington, DC	1971 to 1973	Potentially eligible.
5.	USPS Building (West Building, L'Enfant Plaza)	475 L'Enfant Plaza SW, Washington, DC	1969 to 1971	Potentially eligible.
6.	398 Long Bridge Drive¹	398 Long Bridge Drive, Arlington, VA	1957	Likely not eligible.

¹ VDHR or DC SHPO concurred with FRA's preliminary determination of ineligibility. For this reason, these properties are not considered historic properties and are not evaluated for adverse effects.

3.2.4. Archaeological Resources

Archaeological resources will be identified using a phased approach. FRA and DDOT have initiated the process by completing a Phase IA Archaeological Assessment in consultation with DC SHPO and VDHR. The Phase IA consists of a desktop review of known archaeological sites and areas that exhibit high archaeological potential. The Phase IA addresses both Action Alternatives and the potential bike-pedestrian crossing. Additional surveys will be conducted as needed now that a Preferred Alternative has been identified. Because NPS has jurisdiction over a majority of the area within the LOD (including the bottom lands of the Potomac River), FRA and DDOT will coordinate with them regarding potential effects on archaeological resources, including potential underwater archaeology. VDHR provided

⁹ *National Register of Historic Places, National Register Bulletin, How to Apply the National Register Criteria for Evaluation* (United States Department of the Interior, NPS, revised 2002).

concurrence on the recommendations and conclusions in the draft Phase IA technical report on November 9, 2018. DC SHPO concurred on November 19, 2018.

4.0 Assessment of Effects

This section provides a description of the criteria and methodology used to assess the Project's effects on historic properties. Following a summary determination of effect, the detailed assessment is organized by historic property and further separated between permanent or long-term effects, cumulative effects associated with the bike-pedestrian crossing options, and temporary or construction-related effects. Effects on archaeological resources are not addressed here but will be identified using the phased approach described above.

4.1. Criteria of Adverse Effect

The Section 106 implementing regulations provide a definition of the criteria of adverse effect: "An adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association."¹⁰

Examples of adverse effects include:

- Physical destruction or damage;
- Alterations that are inconsistent with the *Secretary's Standards for the Treatment of Historic Properties*, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access;
- Removal of the property from its historic location;
- Change of the character of the property's use or of contributing physical features within the property's setting;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect or deterioration (except in certain religious or cultural cases); and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate preservation controls.

4.2. Assessment of Effects Methodology

For the Project, FRA and DDOT have identified three main categories of potential adverse effects on historic properties:

- **Direct physical effects** that remove, damage, or alter a historic property within the LOD.
- **Indirect visual effects** that change the character of a historic property's setting or alter significant views.
- **Direct or indirect effects** resulting from vibration, or indirect effects from noise that may alter a historic property or diminish its integrity.

At the May 30, 2018, Consulting Party meeting, FRA and DDOT presented a methodology for assessing adverse effects based on each category above. These methodologies are described below.

¹⁰ 36 CFR 800.5(a)(1).

4.2.1. Physical Effects

Based on the results of conceptual engineering for the Action Alternatives, FRA and DDOT described and evaluated the alternatives to determine their potential for direct physical effects on historic properties. For each historic property, the physical changes have been assessed against all seven aspects of historic integrity. If physical changes were determined to diminish any aspects of integrity that contribute to a property's historic significance, a finding of adverse effect has been made.

4.2.2. Visual Effects

Based on the results of conceptual engineering for the Action Alternatives, FRA and DDOT reviewed NRHP and cultural landscape documentation to identify and evaluate significant views and viewsheds for historic properties in the APE. FRA and DDOT also carried out visual assessments utilizing conceptual engineering results and existing survey documentation. For each historic property, the visual effect has been assessed against all seven aspects of historic integrity. If visual effects were determined to diminish any aspects of integrity that contribute to a property's ability to convey its historic significance, a finding of adverse effect has been made. Indirect adverse effects were most likely to result when an alternative permanently removed or impeded views that contribute to the historic significance of a property or diminished a property's historic integrity. Visual effects generally diminished a property's integrity of setting, feeling, and association. This methodology has also followed VDHR guidance for assessing visual effects on historic properties to aid in determining if they are adverse.¹¹

4.2.2.1. Viewshed Analysis

To better understand and evaluate the effects of the proposed Action Alternatives, FRA and DDOT prepared a series of photographic simulations that visualize the appearance of these alternatives as compared against existing conditions. The selected locations were sites that demonstrated a moderate or high potential for adverse effects resulting from either Action Alternative. Specific to historic properties, moderate- or high-potential sites were those:

- With views or vistas that contribute demonstrably to the historic significance of a given historic property;
- Where the existing Long Bridge Corridor was currently clearly visible; and
- Where either Action Alternative had the potential to obstruct or alter historic views or vistas or diminish the integrity of a historic property.

At the November 2017 Consulting Parties meeting, FRA and DDOT solicited and received input from the Consulting Parties to determine important viewsheds to include in the APE. In August 2018, FRA and DDOT coordinated with Consulting Parties with technical expertise on the matter, namely the DC SHPO, VDHR, NPS, CFA, and NCPC to develop the list of sites selected for additional visual analysis using photo simulations (see **Figure 4-1** and **Table 4-1**)**Error! Reference source not found..**

¹¹ VDHR. Assessing Visual Effects on Historic Properties. Accessed from https://www.dhr.virginia.gov/pdf_files/Assessing_Visual_Effects_JUN10.pdf. Accessed May 9, 2018.

Figure 4-1 | Viewshed Locations (overlaid on APE)

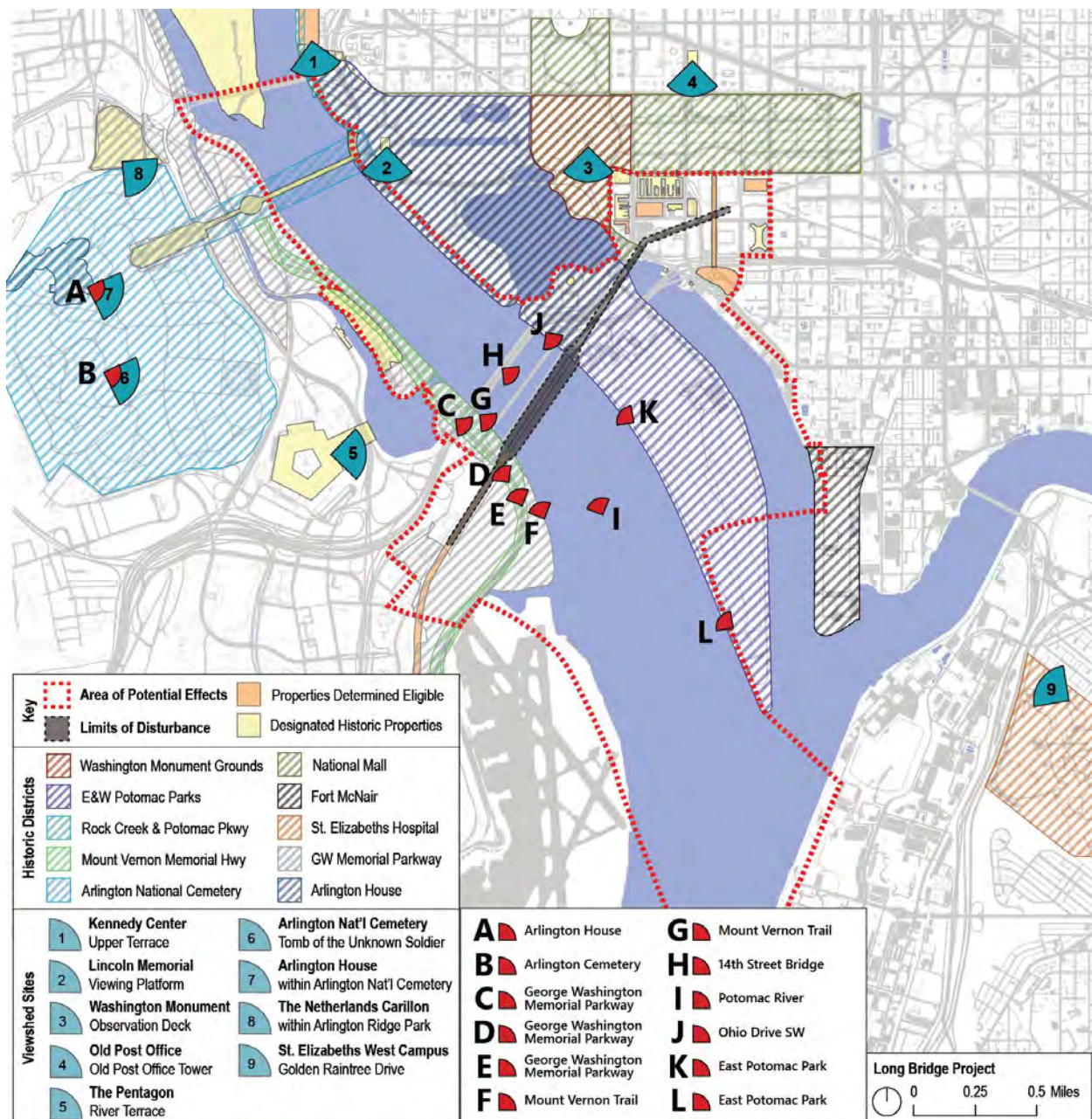


Table 4-1 | Viewshed Analysis Locations

#	Site/Property	Location
A	Arlington House	View from Arlington House facing southeast
B	Arlington National Cemetery	View from Tomb of the Unknown Soldier facing southeast
C	GWMP	View from southbound motorway approaching Metrorail Bridge
D	GWMP	View from northbound motorway approaching Metrorail and 14th Street bridges
E	GWMP	View from northbound motorway approaching GWMP railroad crossing
F	GWMP, MVT	View from Gravelly Point Park approaching Long Bridge facing north
G	GWMP, MVT	View from north of Long Bridge facing south
H*	I-395 Bridge	View from center of bridge facing south
I*	Potomac River	View from south of Long Bridge facing north
J	East Potomac Park	View from Ohio Drive SW facing southwest
K	East Potomac Park	View from Buckeye Drive vicinity facing northwest
L	East Potomac Park	View from end of Hains Point facing northwest
* These visualizations will also support analysis of impacts in the Visual Resources chapter of the DEIS but are not presented in this report as they are not historic properties.		

4.2.2.1. Methodology to Create Viewshed Simulations

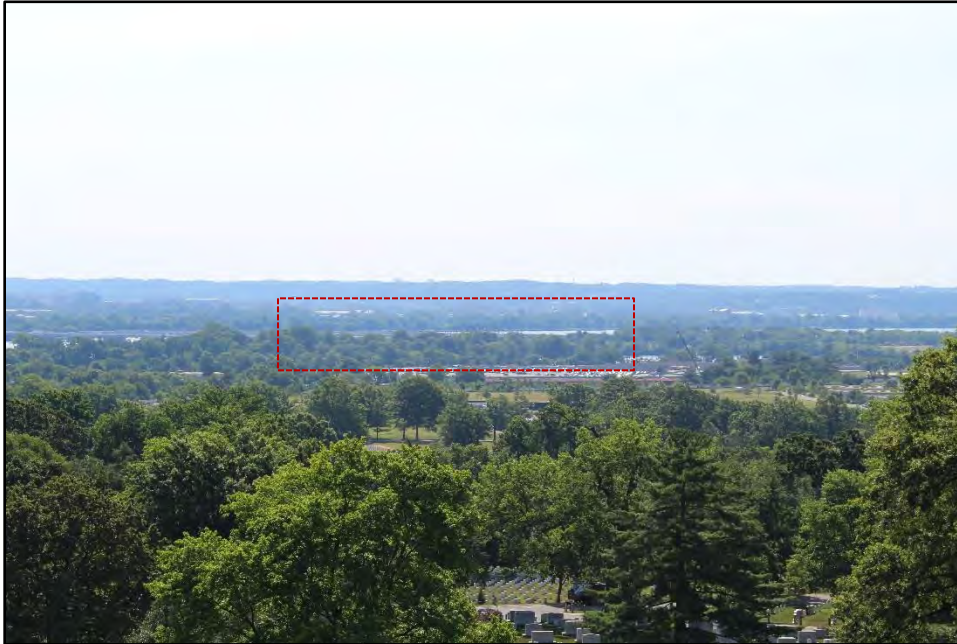
To create these views, FRA and DDOT conducted field surveys to photograph existing conditions. They then created three-dimensional massing models of Action Alternatives A and B that were aligned with the existing Long Bridge Corridor in these locations. The three-dimensional models were overlaid on existing conditions photographs and manipulated digitally to adjust for light and shadow, render materials, and approximate anticipated vegetative conditions. The viewshed simulations are shown on the following pages in **Figures 4-2** through **4-11**.¹²

¹² An additional round of field visits and photo simulations will be conducted in late 2018 to assess winter (leaves-off) views and confirm the findings described in this report. Any changes to the assessment of effects based on winter views will be incorporated into the Final Assessment of Effects Report that will be attached as an appendix to the administrative draft of the DEIS.

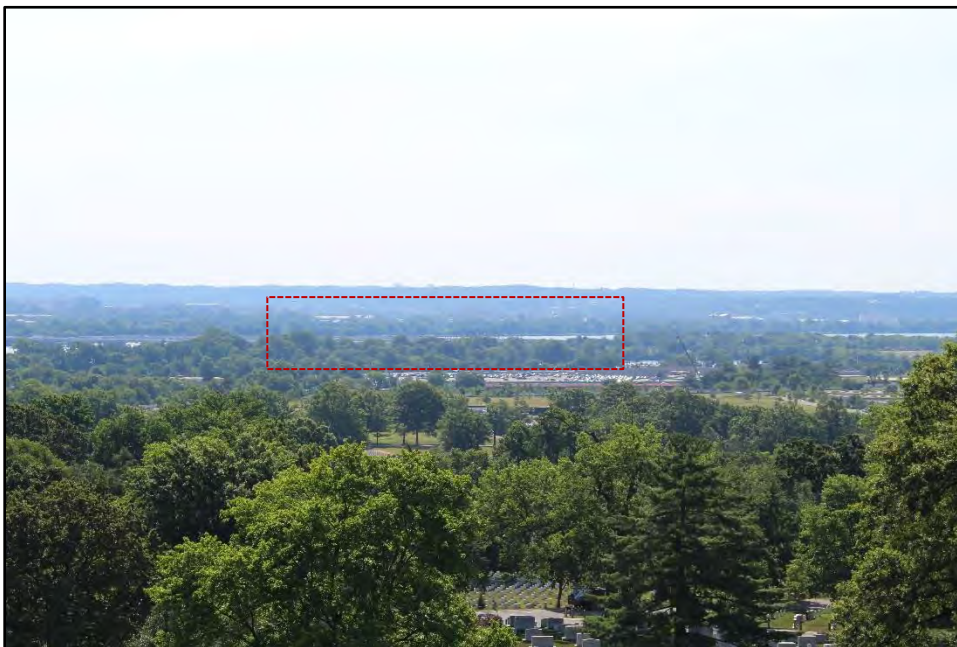
4.2.2.2. Viewshed Simulations

Figure 4-2 | Viewshed Location A (Arlington House)

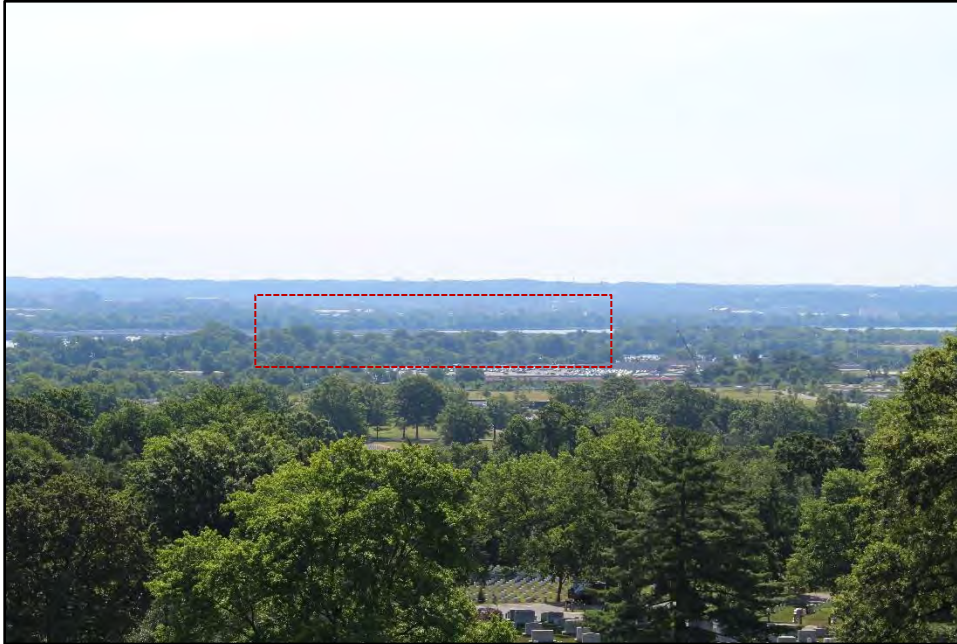
View from Arlington House facing southeast (existing Long Bridge location outlined in red)



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



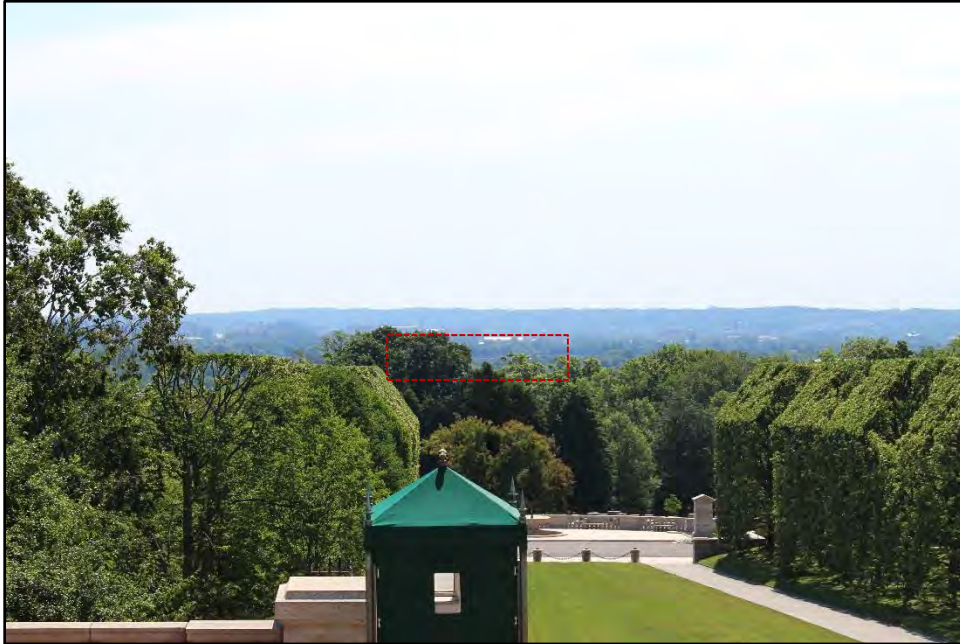
Action Alternative B: New railroad bridges not visually discernable.

Figure 4-3 | Viewshed Location B (Arlington National Cemetery)

View from Tomb of the Unknown Soldier facing southeast (existing Long Bridge location outlined in red)



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridges not visually discernable.

Figure 4-4 | Viewshed Location C (GWMP)

View from southbound motorway approaching Metrorail Bridge



Existing Conditions



Action Alternative A: New railroad bridge visible behind Metrorail Bridge.



Action Alternative B: New railroad bridges visible behind Metrorail Bridge.

Figure 4-5 | Viewshed Location D (GWMP)

View from northbound motorway approaching Metrorail and 14th Street bridges



Existing Conditions



Action Alternative A: New railroad bridge visible behind existing railroad bridge.



Action Alternative B: New railroad bridges visible.

Figure 4-6 | Viewshed Location E (GWMP)

View from northbound motorway approaching GWMP railroad crossing



Existing Conditions



Action Alternative A: New railroad bridge abutment partially visible.



Action Alternative B: New railroad bridges visible.

Figure 4-7 | Viewshed Location F (GWMP, MVT)

View from Gravelly Point Park approaching Long Bridge facing north



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

Figure 4-8 | Viewshed Location G (GWMP, MVT)

View from north of Long Bridge facing south



Existing Conditions



Action Alternative A: New railroad bridge visible.



Action Alternative B: New railroad bridges visible.

Figure 4-9 | Viewshed Location J (East Potomac Park)

View from Ohio Drive SW facing southwest



Existing Conditions



Action Alternative A: New railroad bridge visible.



Action Alternative B: New railroad bridges visible.

Figure 4-10 | Viewshed Location K (East Potomac Park)

View from Buckeye Drive vicinity facing northwest



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

Figure 4-11 | Viewshed Location L (East Potomac Park)

View from end of Hains Point facing northwest



Existing Conditions



Action Alternative A: New railroad bridge not visually discernable.



Action Alternative B: New railroad bridge visible.

4.2.3. Noise and Vibration Effects

This assessment has been coordinated with the EIS analysis for noise and vibration. FRA and DDOT have overlaid the Noise and Vibration Study Area with the APE (as shown in **Figure 4-12**). **Error! Reference source not found.** In accordance with EIS methodology, noise and vibration analysis has been based on Federal Transit Administration (FTA) Guidelines. Based on the EIS assessment, FRA and DDOT identified historic properties that would experience noise and vibration levels above FTA thresholds. FTA guidelines defer to local construction and operational noise limits where applicable. If noise and vibration levels above FTA or local thresholds were determined to diminish any aspects of integrity that contributed to a property's historic significance, a finding of adverse effect has been made.

The EIS analysis for noise and vibration evaluates both temporary construction and permanent operational effects due to noise and vibration for the following classifications of each:

- **Ground-borne vibration**, defined as the oscillatory motion of the ground, occurs when forces associated with the wheel-rail interaction are transmitted through the track structure into the ground and into adjacent buildings. Vibration may be perceptible and disturb people or sensitive activities in nearby buildings.
- **Noise** is typically defined as unwanted or undesirable sound. Noise is evaluated based on its potential to cause human annoyance. Because humans can hear certain frequencies or pitches of sound better than others, sound levels are measured and reported using a descriptor called the **A-weighted sound level**. A-weighted sound levels weight different frequencies of sound to correspond to human hearing and are expressed in decibel notation as **dBA**.
- **Ground-borne noise** is generated when vibration propagates into a room and causes the walls, ceilings, and floor to vibrate and generate a low frequency rumble. Ground-borne noise is generally only perceptible in buildings where airborne paths (such as paths through windows or openings) are not present. Ground-borne noise is of particular concern for special-use buildings, such as theatres and recording studios.

The process to evaluate the potential effects from noise and vibration included identifying noise- and vibration-sensitive receptors, understanding the predominant sources of noise and vibration, and characterizing existing noise and vibration conditions through measurements. Noise receptors were categorized into the FTA Land Use Noise Categories based on the human use of the property as it relates to the potential for noise to cause human annoyance. Receptors are primarily located at ground-level outdoor areas of frequent human use. Parks that have areas for passive recreation are considered sensitive to noise. Commercial and industrial properties are not typically evaluated for operational noise impact unless there are outdoor areas of frequent human use. Residential, institutional, commercial, and industrial land uses are typically evaluated for construction-period noise effects.

Vibration-sensitive land uses are similar to noise-sensitive land uses except that vibration, as it relates to human annoyance, is only evaluated inside buildings and is not evaluated at parks. All buildings and structures are evaluated for potential structural damage due to high-impact construction equipment such as impact pile driving. The thresholds for potential structural damage are greater than the thresholds for human annoyance. Train operations generally do not generate sufficient vibration to cause structural damage unless the trains are extremely close to sensitive buildings. Historic properties are often more susceptible to vibration and have lower thresholds for increased risk of structural damage.

Figure 4-12 | Noise and Vibration Study Area Overlaid on APE

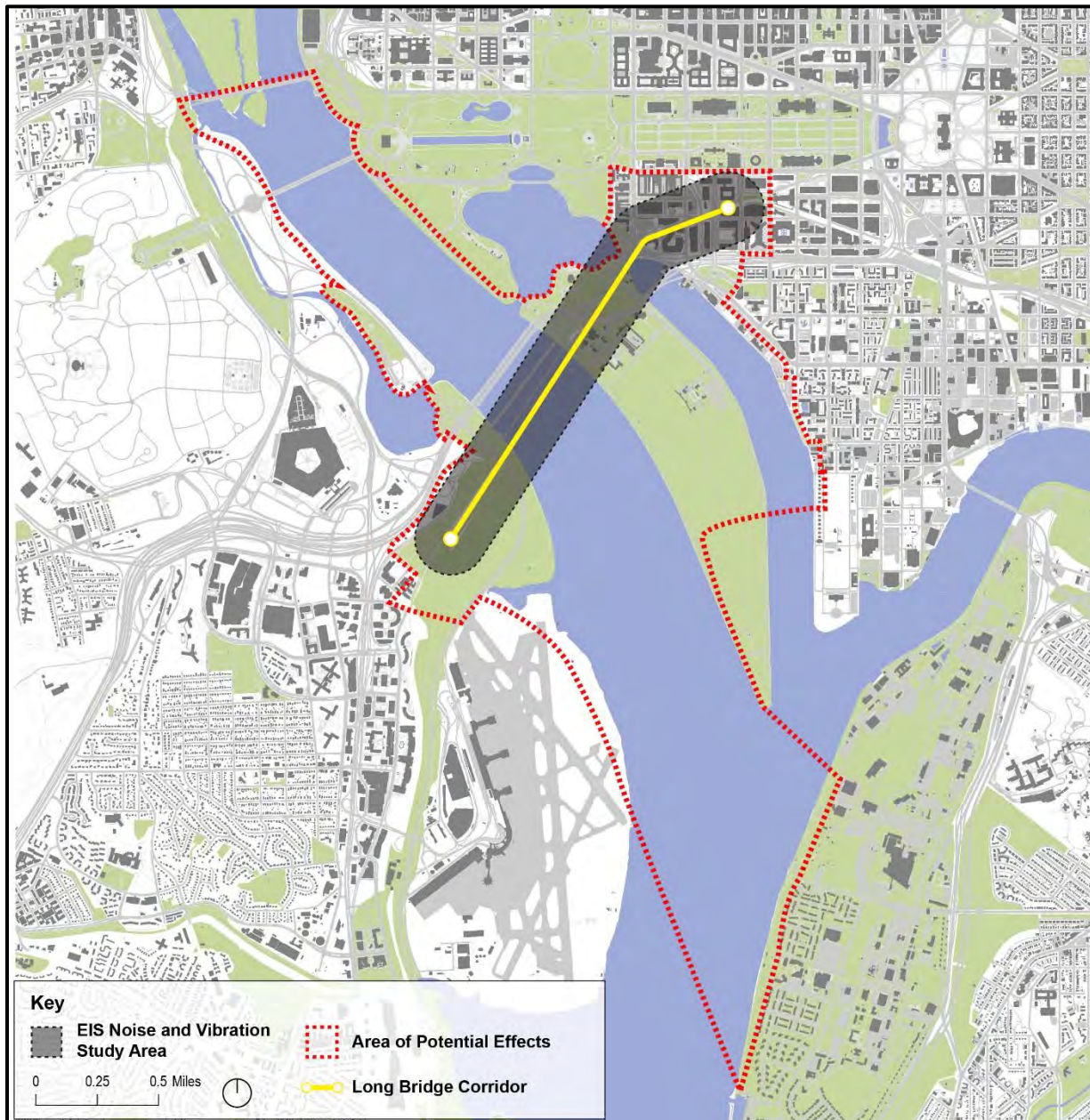
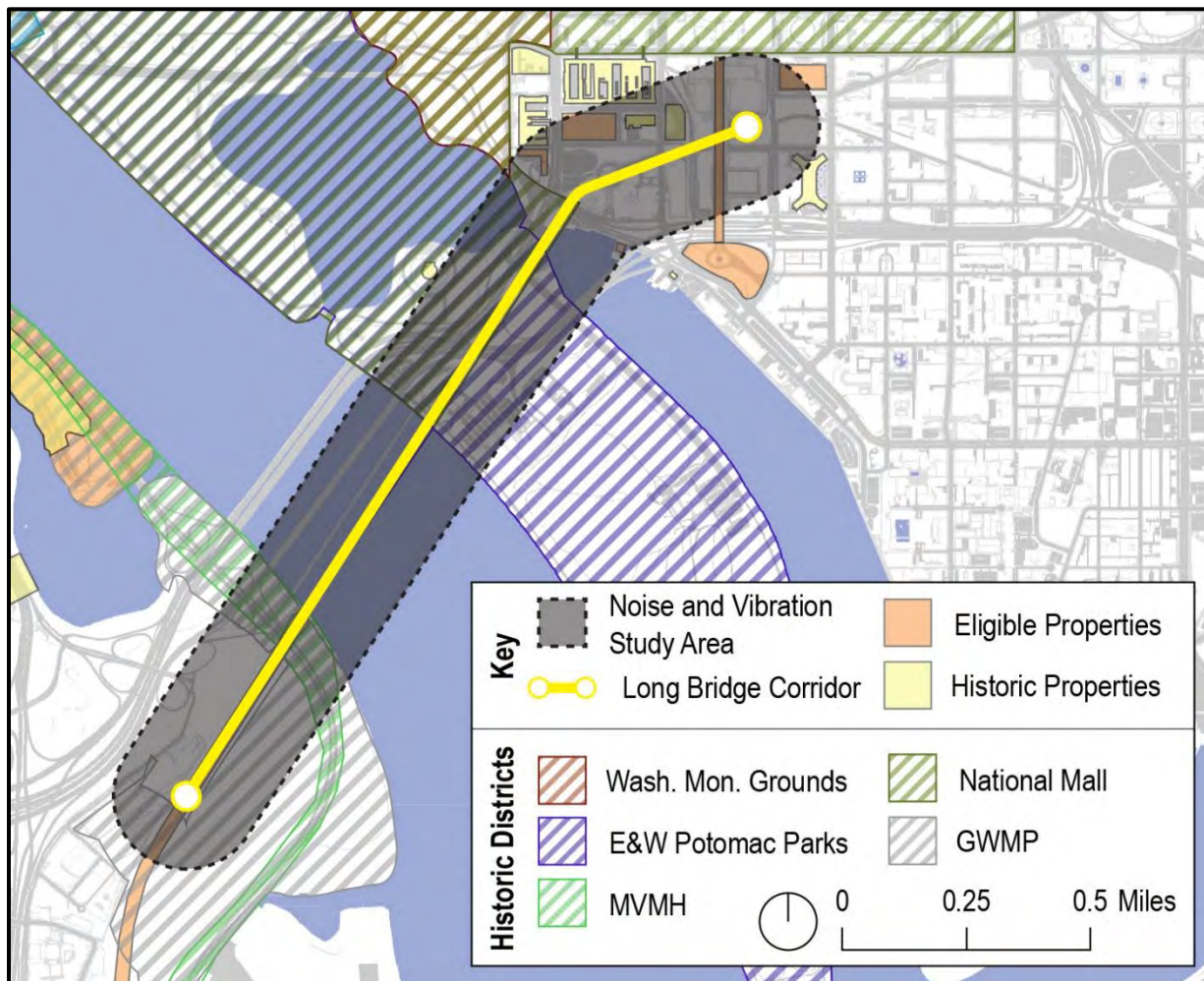


Figure 4-13 | Detail of Noise and Vibration Study Area with Historic Properties



4.3. Summary Determination of Effect

This assessment finds that **both Action Alternatives adversely affect the GWMP, MVMH, and East and West Potomac Parks historic districts**. Direct adverse effects to these resources would result due to the removal or alteration of contributing features, including vegetation. **The direct adverse effects would be intensified in Action Alternative B** because of greater LOD areas, and the removal of the Long Bridge (a contributing resource to the East and West Potomac Parks Historic District) and a component railway bridge above the MVMH and the GWMP (a contributing resource to the GWMP).

Both alternatives create permanent, indirect adverse effects resulting from visual changes on the GWMP, MVMH, and East and West Potomac Parks historic districts.¹³ Analysis compiled to support the

¹³ This assessment is based on existing NRHP, DC, VLR, DOE, cultural landscape, and other available documentation for each historic property. NPS has indicated that it considers the existing Long Bridge and the circa-1930 component railroad bridge spanning above the motorway to be contributing to the GWMP Historic District. The NRHP documentation for the GWMP

noise and vibration section of the EIS found there would be no permanent, direct or indirect adverse effects on historic properties resulting from noise or vibration.

Construction activities, including **construction-related staging, access, and noise and vibration for both Action Alternatives adversely affect the National Mall, the MVMH, the GWMP, and East and West Potomac Parks historic districts**. These effects are temporary and would be limited to the periods of construction for each Action Alternative. These effects could likely be avoided or minimized in intensity and duration through appropriate construction management techniques. **Section 0, Temporary and Construction-Related Effects**, provides a list of the historic properties affected.

4.4. Permanent or Long-Term Effects

An evaluation of permanent and long-term effects anticipated from Action Alternative A and Action Alternative B are described in **Table 4-2**. The evaluation is organized by classifications of historic properties as described previously.

Table 4-2 | Permanent or Long-Term Effects

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Designated Historic Properties – Historic Districts (HDs)		
National Mall HD (DC)	Physical Effects: A portion of the Long Bridge Corridor extends through the National Mall HD. For Action Alternative A, the limits of disturbance would be approximately 6.9 acres within the HD. Despite this, there are no identified contributing features within the railroad corridor. Therefore, <u>no direct adverse effect</u> would result under this alternative.	Physical Effects: A portion of the Long Bridge Corridor extends through the National Mall HD. For Action Alternative B, the limits of disturbance would be approximately 7.1 acres within the HD. Despite this, there are no identified contributing features within the railroad corridor. Therefore, <u>no direct adverse effect</u> would result under this alternative.
	Visual Effects: NRHP and Cultural Landscape documentation identify no significant views within this portion of the HD. Therefore, <u>no indirect adverse effect</u> from changes to historic views and viewsheds would result under this alternative.	Visual Effects: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no indirect adverse effect</u> from changes to historic views and viewsheds would result under this alternative.
	Noise and Vibration: The National Mall is located within the Noise and Vibration Study Area. Several receptor locations within the HD were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. None of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effects</u> from permanent operational changes	Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effects</u> from permanent operational changes to noise or vibration would result under this alternative.

references neither structure. However, VDHR has recommended that the component railroad bridge to be contributing to the GWMP Historic District. Additionally, because the Long Bridge was extant during the period of significance of the GWMP (1930-1966), it forms a contributing part of the GWMP historic setting.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	to noise or vibration would resulting under this alternative.	
Rock Creek and Potomac Parkway (RCPP) HD (DC)	<p>Physical Effects: The RCPP is located outside of the limits of disturbance. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The RCPP Potomac Waterfront Section cultural landscape report cites the sweeping, panoramic view of the Potomac River shoreline as being contributing to the historic district. Views south from the RCPP to the Project Area are currently impeded by the Roosevelt Bridge. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: The RCPP is located outside of the noise and vibration study area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
George Washington Memorial Parkway (GWMP) HD (DC/VA)	<p>Physical Effects: Under Action Alternative A, the limits of disturbance would be approximately 0.9 acres of the GWMP. In addition to the infringement on undeveloped parkland, construction of a new railroad bridge would necessitate the removal of contributing vegetation, especially mature trees that date to the 1932 planting plan of GWMP, which were intended to visually screen the railroad bridge from the motorway. Loss of these trees would diminish the integrity of design, materials (specifically, the contributing vegetation), and feeling of the GWMP, creating a <u>direct adverse effect</u>.</p> <p>Visual Effects: The existing, non-contributing bridges along this portion of the GWMP have compromised its integrity of feeling, association, and setting. The addition of a new bridge within this existing cluster of structures has no potential to further diminish these aspects of the Parkway's integrity. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under this alternative. See Figures 4-4, 4-5, and 4-6 Error! Reference source not found. for illustrations of these changes.</p> <p>Although the introduction of a new railroad bridge structure above the Potomac River would alter views along the shoreline facing north toward the Monumental Core or south to Hains Point, the findings of the viewshed analysis indicates that these are insufficient to</p>	<p>Physical Effects: Impacts described under Action Alternative A would be similar under Action Alternative B, although intensified in a result of a second new railroad bridge construction. The expanded limits of disturbance would be approximately 1.6 acres. Action Alternative B also proposes the replacement of the existing component railroad bridge spanning above the GWMP, which has been recommended by VDHR as a contributing resource to the GWMP, resulting in a <u>direct adverse effect</u>.</p> <p>Visual Effects: For views along the Parkway, the effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under this alternative. See Figure 4-4 for illustrations of these changes.</p> <p>Action Alternative B replaces the existing Long Bridge. This structure and its central through truss span form a significant visual component of the GWMP when traveling north and south along the MVT. In this location, removing this visual element would diminish the integrity of setting and association of the HD, resulting in an <u>indirect adverse effect</u>. See Figures 4-7 and 4-8Error! Reference source not found. for illustrations of these changes.</p>

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>diminish any aspect of the integrity of the GWMP.¹⁴ There would be <u>no indirect adverse effect</u>.</p> <p>Noise and Vibration: A portion of the GWMP is located within the Noise and Vibration Study Area. Vibration analysis has indicated that there would be <u>no adverse effect</u> resulting from increased operational vibration.</p> <p>Noise analysis has indicated that the increase in noise resulting from permanent operational changes would be moderate (that is, perceptible to general users). However, several factors minimize this perceived change, including the existing high degree of ambient noise along the GWMP (generally resulting from automobile traffic along the GWMP and surrounding roads), the relatively infrequent occurrence of train traffic relative to automobile traffic, and the HD's primary use for active recreation. For these reasons, the change in operational noise would not be sufficient to diminish the integrity of setting, feeling, and association of the property. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>	<p>Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>
MVMH HD (DC/VA) ¹⁵	<p>Effects to the MVMH would be similar and additive to those described above affecting the GWMP, under both Action Alternatives. Both Action Alternatives would create <u>direct adverse effects</u> on the MVMH. The limits of disturbance for Action Alternative A encompass approximately 0.9 acres of the HD.</p>	<p>Effects to the MVMH would be similar and additive to those described above affecting the GWMP, under both Action Alternatives. Both Action Alternatives would create <u>direct adverse effects</u> on the MVMH. The limits of disturbance for Action Alternative B encompass approximately 1.6 acres of the HD. Action Alternative B would also create <u>indirect adverse effects</u> on the MVMH.</p>

¹⁴ The Monumental Core represents the central concentration of the Federal presence in the nation's capital. It is comprised of the National Mall, East and West Potomac Parks, the Federal Triangle, the Northwest Rectangle, and Southwest Federal Center.

¹⁵ The railroad bridge spanning the roadway is described in the NRHP nomination for the MVMH, but it is unclear from the existing NRHP documentation if this structure is classified as a contributing resource. It has been assumed to be contributing for the purposes of this assessment.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Plan of the City of Washington HD (DC)	<p>Physical Effects: A portion of the Long Bridge Corridor extends through the Plan of the City of Washington HD. Because the Project proposes no alterations to the contributing streets and reservations, there would be <u>no direct adverse effect</u> under either Action Alternative.</p> <p>Visual Effects: The Project proposes no changes to the contributing views and vistas of the HD. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: A portion of the Plan of the City of Washington is located within the Noise and Vibration Study Area. Vibration analysis has indicated that there would be <u>no adverse effect</u> to contributing components of the Plan of the City of Washington resulting from increased operational vibration.</p> <p>Noise analysis has indicated that the increase in noise resulting from permanent operational changes would be moderate (that is, perceptible to general users) for certain areas along the Long Bridge Corridor that are located within the boundaries of the Plan of the City of Washington. However, several factors minimize this perceived change, including the existing high degree of ambient noise within the SW Quadrant street grid and the lack of sensitive land uses (such as areas of passive recreation). For these reasons, the change in operational noise would not be sufficient to diminish the integrity of setting, feeling, and association of the property. Therefore, <u>no adverse effect</u> from noise would result under either Action Alternative.</p>	
East and West Potomac Parks HD (DC)	<p>Physical Effects: Under Action Alternative A, the LOD encompass approximately 5.6 acres within East Potomac Park. In addition to the infringement on undeveloped parkland, construction of a new railroad bridge would necessitate the removal of up to four contributing Japanese Cherry Trees along the perimeter of East Potomac Park, in addition to other mature vegetation. Loss of these features would diminish the integrity of design, materials (specifically, the trees themselves), and feeling of the park, creating a <u>direct adverse effect</u>.</p> <p>Visual Effects: Addition of a new bridge would obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of this contributing structure and resulting in an <u>indirect adverse effect</u>. Otherwise, viewshed simulations have indicated that Action Alternative A has no potential to impact contributing views, particularly those around the perimeter of East Potomac Park, including those facing toward the Monumental Core and views up and down the Potomac River toward Virginia. See Figures 4-9, 4-10, and 4-11 for illustrations of these changes.</p>	<p>Physical Effects: Action Alternative B proposes the removal of the existing Long Bridge to construct a new railroad bridge in its location. The Long Bridge (Potomac Railroad Bridge) is a contributing element of the HD. Removing it would diminish the integrity of design, feeling, association, and materials of the HD, creating a <u>direct adverse effect</u>. Additionally, as described under Action Alternative A, removal of the contributing Japanese Cherry Trees and other mature vegetation would result in a <u>direct adverse effect</u>. This effect would be intensified because of a second new railroad bridge construction, necessitating the removal of up to seven contributing cherry trees, and the expansion of the LOD to approximately 5.8 acres.</p> <p>Visual Effects: The existing Long Bridge, with its central through truss span, is a contributing visual element to the HD. Removing it would diminish the integrity of setting, feeling, and association of the HD, creating an <u>indirect adverse effect</u>. The other indirect adverse effects described under</p>

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Noise and Vibration: A portion of East Potomac Park is located within the Noise and Vibration Study Area. Several receptor locations within the HD were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. None of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>	<p>Action Alternative A would be similar under Action Alternative B.</p> <p>Noise and Vibration: The effects described under Action Alternative A would be similar under Action Alternative B. Therefore, <u>no adverse effect</u> from noise or vibration would result.</p>
Fort Leslie J. McNair Historic District (The Old Arsenal) HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; however, based on the siting of the HD and its relatively open shoreline, this analysis finds that contributing views would include the views of the Potomac River and the District around the perimeter of the site. The Project has no potential to alter or impede these views. The Project also has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Washington Monument and Grounds HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP and cultural landscape documentation for this property references the multiple significant views and vistas that contribute to the significance of the Monument and its surrounding landscape. Relevant to the Project, this includes views from the top of the Monument to the surrounding cityscape and beyond. Although both Action Alternatives would be visible from the Monument viewing platform, the perceptible changes would be miniscule in relation to the degree and expansive nature of the contextual changes resulting from decades of contemporary development. The Project Area is also located beyond the main focal points in the Monumental Core that the viewing platform provides, such as to the Capitol and White House, and would not obstruct these views. For these reasons, neither Action Alternative has the potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington House HD (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Visual Effects: The NRHP documentation for this property references the dramatic, panoramic views of the District afforded by the house’s prominent siting. Viewshed simulations prepared for this property indicate that the Action Alternatives would be minimally visible and have no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative. See Figure 4-2 Error! Reference source not found.for illustrations of these changes.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington National Cemetery HD (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property repeatedly references the panoramic views toward the District. Viewshed simulations prepared for this property indicate that the Action Alternatives would be minimally visible and have no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative. See Figure 4-3 Error! Reference source not found.for illustrations of these changes.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
St. Elizabeths Hospital HD (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NHL and cultural landscape documentation for this property reference the panoramic views of the District and Alexandria, which contribute to the significance of the therapeutic landscape at St. Elizabeths. Although the existing Long Bridge has limited visibility from parts of the landscape, in consideration of the great distance between the two sites, there is no potential to impede or alter these panoramic views under both Action Alternatives and no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Designated Historic Properties – Individual Historic Properties		
Thomas Jefferson Memorial (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; however, in consideration of the siting and design of the Memorial, this analysis finds that they would include the vistas of the Tidal Basin and reciprocal views between the Memorial and White House. Because the Long Bridge Corridor is not visible from the Memorial due to substantial groupings of mature vegetation around the southeastern edge of the Memorial site and the adjacent elevated roadways, the project has no potential to alter or impede these views or to diminish the property’s integrity of setting, feeling, or association.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. <u>No indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
Central Heating Plant (DC)	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
USDA Cotton Annex (DC)	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey.	
HUD Building (Robert C. Weaver Federal Building) (DC)		

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
USDA South Building (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. <u>No indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Bureau of Engraving and Printing (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Auditor's Building Complex (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington Memorial Bridge (and related features) (DC/VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. However, based on the bridge's design and urban context, this analysis finds that they include reciprocal views between Arlington National Cemetery and the Lincoln Memorial and the panoramic vistas along the Potomac River. The latter have been interrupted over time by the Roosevelt Bridge and 14th Street-Metrorail complex of bridges. Due to the Project's location relative to the Memorial Bridge and the obstructions listed above, it has no potential to impede contributing views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Titanic Memorial (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The memorial was moved to its existing location in 1968 and does not retain integrity of location or setting. The NRHP documentation for the property (prepared in 2006) described the new site as much less successful and appropriate for the memorial than was its original site. Despite this fact, the memorial has retained its general context and siting in proximity to a body of water. Neither Action Alternative has any potential to alter this context, and therefore no potential to further diminish the property's integrity of setting, location, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lunch Room Building and	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Oyster Shucking Shed (DC)	<p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Cuban Friendship Urn (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The urn was moved to its existing location in 1997 and does not retain integrity of location or setting. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Theodore Roosevelt Island National Memorial (Annapolis Island) (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. In consideration of the period of significance of the property and the failed attempts to develop planned viewing platforms, this analysis identifies no significant views in the direction of the Long Bridge Corridor.¹⁶ Therefore, the project has no potential to alter contributing views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lyndon B. Johnson	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	

¹⁶ During the 1930s, a viewing platform at the south end of the island was planned, allowing views facing south and east toward the Lincoln Memorial and generally toward the Potomac River and Long Bridge beyond. These plans were scrapped during the construction of the Roosevelt Bridge in the 1960s. During much of the nineteenth and twentieth centuries, the Potomac River shorelines along Georgetown and Foggy Bottom were industrial in character, and these views from Roosevelt Island were considered undesirable and contrary to its natural character.

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Memorial Grove (DC/VA)	<p>Visual Effects: The NRHP documentation identifies significant views from the property to the Monumental Core of the District. Because the Long Bridge Corridor extends to the southeast of the Grove and is not visible from within the property, the Project it has no potential to alter or impede these views or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lincoln Memorial (Statue of Lincoln) (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP and cultural landscape documentation for this property notes the importance of the West Potomac Park setting to the design of the Lincoln Memorial, including the panoramic views of the Potomac River and Mall its site afforded. Maturing vegetation in addition to several modern bridges has since obscured these views to the south, southeast, and northeast. In consideration of these existing conditions and the far distance between the Lincoln Memorial and the Long Bridge Corridor, both Action Alternatives would result in <u>no indirect adverse effect</u> on the property.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Arlington Ridge Park (VA)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies the park and contributing Netherlands Carillon as a significant western backdrop for the National Mall and West Potomac Park. However, the Netherlands Carillon was not intended to serve as a public viewing platform and views from it do not contribute to the significance of the property. The Long Bridge Corridor is not visible from the property at ground level, and therefore the Project has no potential to affect contributing views or viewsheds or to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p> <p>Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.</p>	
Old Post Office (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p> <p>Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds. The existing viewing platform was created after the property's period of significance and does not contribute to its significance. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Therefore, the Project has no potential to affect contributing views or viewsheds or to diminish the property's integrity of setting, feeling, or</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
The Pentagon (VA)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The NRHP documentation for this property identifies no significant views or viewsheds; However, the landmark boundaries extend to include the plaza facing the Potomac River, so this analysis finds that the related views of the District’s Monumental Core and Potomac River are important to the character of the property. Although the existing Long Bridge is minimally visible from this plaza, given the relationship of the Long Bridge Corridor to the southeast of this viewshed, there is no potential to impede views under either Action Alternative. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Properties Determined Eligible		
Bureau of Engraving and Printing Annex (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Federal Office Building 10A (Orville Wright Building) (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property’s integrity of setting, feeling, or association. Therefore, <u>no indirect</u>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<u>adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Benjamin Banneker Park/Overlook; Tenth Street Overlook (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The cultural landscape and DOE documentation for this property identifies significant views facing south and east overlooking the cityscape below and Potomac River and Washington Channel beyond. This documentation also notes that potential views toward the Tidal Basin and Jefferson Memorial were obscured by the 14 th Street Bridges at the time of the Overlook's construction. Due to the Project's location relative to the Overlook, it has no potential to impede extant contributing views toward the Potomac River or cityscape below. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Richmond, Fredericksburg and Potomac (RF&P) Railroad HD (VA)	Physical Effects: The Project proposes alterations to the RF&P Railroad at its eastern terminus to accommodate the additional two tracks and link these tracks to the new bridge proposed under each Action Alternative. Despite this change, the HD would continue its use as a railroad corridor, and the primary components of its operation and design would remain intact, both within this section and along the remainder of its approximately 110-mile length between the Potomac River and Richmond. For these reasons, the property would retain its integrity of design, materials, feeling, location, workmanship, association, and setting. Therefore, the Action Alternatives would result in <u>no adverse effect</u> .	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds and this analysis has identified none further. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Because the property's significance is directly related to its historic and current use as a railroad corridor, a moderate (that is, perceptible but not severe) increase in noise in vibration would not indirectly diminish its integrity. The permanent changes in operational vibration would not exceed FTA thresholds for vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
Washington Marina Building (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
L'Enfant Promenade (DC)	<p>Physical Effects: The L'Enfant (10th Street) Promenade extends directly above the Long Bridge Corridor. However, the Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.</p>	
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
Lady Bird Johnson Park (DC)	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: The DOE and cultural landscape documentation for this property identifies multiple views and vistas that contribute to the significance of the island that comprises Lady Bird Johnson Park. Relevant to the Long Bridge Project, this includes panoramic views of vehicles traveling along the MVMH and GWMP and general internal views north and south along the island. Field survey conducted along the motorway has indicated that the existing Long Bridge is nearly imperceptible when travelling along the motorway and not at all visible from the interior of the island. This is due to the angle of visibility, the extent of mature vegetation, and the visual obstructions caused by the Memorial and 14th Street-Metrorail</p>	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	Bridges. For this reason, the Project has no potential to impact contributing views or viewsheds. No <u>indirect adverse effect</u> would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
John F. Kennedy Center for the Performing Arts (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. However, in consideration of the design and siting of the Kennedy Center, this analysis has identified the panoramic views of the Potomac River and environs as being contributing to the significance of this property. Field survey has indicated that the existing Long Bridge is minimally visible from the upper terrace of the property, but these views are diminished by the far distance and intervening obstructions, notably the 14th Street and Metrorail bridges. For this reason, the Project has no potential to alter or impede contributing views. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located outside of the Noise and Vibration Study Area. Therefore, <u>no effect</u> from noise or vibration would result under either Action Alternative.	
Liberty Loan Federal Building (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: The DOE documentation for this property identifies no significant views or viewsheds. This analysis has identified no significant views or viewsheds in the direction of the Long Bridge Corridor from any areas that were publicly accessible at the time of field survey. Additionally, the property is located in a highly developed urban context that largely postdates the development of the Long Bridge Corridor. Therefore, the Project has no potential to diminish the property's integrity of setting, feeling, or association. Therefore, <u>no indirect adverse effects</u> from changes to historic views and viewsheds would result under either Action Alternative.	
	Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.	
Properties at or Greater than 45 Years of Age		
Astral Building (DC)	Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.	
	Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.	

Property	Action Alternative A (Preferred Alternative)	Action Alternative B
	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
Comsat Building (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
Loew's L'Enfant Plaza Hotel (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	
	<p>Physical Effects: The Project proposes no direct physical changes to this property. Therefore, <u>no direct adverse effect</u> would result under either Action Alternative.</p>	
	<p>Visual Effects: Given the nature of the Project and the location of this property relative to the Long Bridge Corridor, there would likely be <u>no adverse effect</u> under either Action Alternative on contributing views or viewsheds. This finding will be reevaluated if contributing views or viewsheds are identified prior to Project implementation.</p>	
USPS Building (DC)	<p>Noise and Vibration: This property is located within the Noise and Vibration Study Area. Receptor locations within these boundaries were tested to determine the amount of increase of noise and vibration resulting from permanent operational changes. Within close proximity to this property, none of these levels exceeded FTA thresholds for noise or vibration. Therefore, <u>no adverse effect</u> from noise or vibration would result under either Action Alternative.</p>	

4.5. Cumulative Effects

As previously stated, the Long Bridge Project is exploring the potential for a bike and pedestrian connection that follows the trajectory of Long Bridge. This potential connection (Option 2) could constitute a cumulative effect as a result of the Long Bridge Project. An evaluation of these effects is described in **Table 4-3** below. The evaluation is organized by classifications of historic properties as described previously. For properties not included in this list, no adverse effects are anticipated.

Table 4-3 | Cumulative Effects – Bike-Pedestrian Crossing Option

Property	Option 2 – Independent Bridge
Designated Historic Properties – Historic Districts (HD)	
GWMP HD (DC/VA)	The LOD for Option 2 would encompass approximately 0.7 acres of the HD.
	In addition to the infringement on undeveloped parkland, construction of a possible bike-pedestrian crossing and access ramp has the potential to remove contributing vegetation, especially mature trees that date to the 1932 planting plan of the parkway, which were intended to visually screen the railroad bridge from the motorway. This would result in a direct adverse effect .
	The existing, non-contributing bridges along this portion of the GWMP have compromised its integrity of feeling, association, and setting. The addition of a potential bike-pedestrian bridge within this existing cluster of structures has no potential to further diminish these aspects of the GWMP's integrity. Therefore, no indirect adverse effects from changes to historic views and viewsheds would result under this alternative.
MVMH HD (DC/VA)	Effects to the MVMH would be similar and additive to those described above affecting the GWMP. Option 2 would create direct adverse effects on the MVMH. Under Option 2, the LOD would encompass approximately 0.6 acres of the HD.
East and West Potomac Parks HD (DC)	Construction of a bike-pedestrian crossing and access ramp would necessitate the removal of up to two contributing Japanese Cherry Trees along the perimeter of East Potomac Park in addition to other mature vegetation. This would result in a direct adverse effect . The LOD for Option 2 would encompass approximately 0.3 acres of the HD.
	The ramp crossing and access ramp also have the potential to obstruct views of the existing Long Bridge from the north. This obstruction would diminish the visual integrity of the HD and would create an indirect adverse effect .

4.6. Temporary Effects

The two Action Alternatives for the Project can be feasibly constructed. However, the proposed new bridge structures and other infrastructure along the Long Bridge Corridor combined with site constraints present challenges for contractor access and staging, material transportation, and completing site work. For both Action Alternatives, it is anticipated that construction materials and equipment would be transported via trucks as well as barging up the Potomac River. Materials and equipment transported via river would be unloaded onto temporary bulkheads constructed within the Potomac River on the NPS-administered parkland on either side of the river in both the District and Virginia.

Although no specific construction start date or schedule has been determined, it is projected that Action Alternative A (Preferred Alternative) construction would last approximately 60 months. Under Action Alternative B, this schedule extends to approximately 99 months, which includes phasing the bridges over the Potomac River where the new upstream bridge is constructed and put into service before demolition can begin on the existing Long Bridge. The new downstream bridge would then be constructed in the same location as the existing Long Bridge. Apart from the new Potomac River bridge(s) proposed under each Action Alternative, construction activities would primarily include track construction throughout the Long Bridge Corridor, associated bridge construction at abutments and piers, construction of embankments and retaining walls, and bridge superstructure construction.

An evaluation of temporary direct and indirect adverse effects resulting from visual and physical changes are described in **Table 4-4**. Temporary impacts under Action Alternative B would be similar to those described for Action Alternative A (Preferred Alternative) except that the estimated duration of construction would be approximately 99 months due to the replacement of the existing Long Bridge and component railroad bridge that crosses the GWMP.

Table 4-4 | Temporary Effect Assessment Resulting from Visual and Physical Changes

Property	Effect Determination
Designated Historic Properties – Historic Districts (HD)	
National Mall HD (DC)	<p>Construction activities for both Action Alternatives would require temporary use of, and access to, various areas of East Potomac Park that form a part of the National Mall HD. Both NPS Parking Lot B and NPS Parking Lot C would be closed during construction and used for construction staging and access. These parking lots are located within, but do not contribute to, the National Mall HD. Temporary construction access and staging areas would also be required for areas between the DOD Facility and I-395 North lanes, both east and west of the CSXT tracks.</p> <p>Use of these areas for construction access and staging would temporarily diminish the integrity of setting, feeling, and association of the National Mall Historic District and would constitute a temporary indirect adverse effect on this property.</p>
GWMP HD (DC/VA)	<p>Construction of both Action Alternatives would require the temporary use of land along the GWMP and MVT to support construction activities. Construction staging and access areas would be located at the GWMP crossing in the median of the roadway as well as west and east of the crossing. Construction would require temporary relocation of a portion of the MVT for public safety and to allow construction access and staging along the water.</p>

Property	Effect Determination
	Temporary effects in this area would last over 4 years and would diminish the integrity of feeling, association, and setting of the GWMP through both construction staging and trail relocation. This would constitute a temporary direct and indirect adverse effect on this property.
MVMH HD (DC/VA)	Under both Action Alternatives, impacts to the MVMH would be similar and additive to those described above affecting the GWMP. Temporary effects in this area would last over four years and would diminish the integrity of feeling, association, and setting of the GWMP through both construction staging and trail relocation. This would constitute a temporary direct and indirect adverse effect on this property.
East and West Potomac Parks HD (DC)	<p>Construction activities for both Action Alternatives would require temporary use of, and access to, various areas of East Potomac Park. Both NPS Parking Lot B and NPS Parking Lot C would be closed during construction and used for construction staging and access. These parking lots are located within, but do not contribute to, the historic district. It is anticipated that one of these staging locations would be the site of a temporary concrete plant during construction.</p> <p>Temporary construction access and staging areas would also be required for areas between the DOD Facility and I-395 North lanes, both east and west of the CSXT tracks near the WMATA portal. Finally, access would be required in a section along the southern bank of the Washington Channel, in close proximity the U.S. Engineer’s Storehouse, which is a contributing building to the historic district. The Storehouse is located approximately 200 feet from the Long Bridge Corridor.</p> <p>Temporary effects in this area would last over 4 years and would diminish the integrity of feeling, association, and setting of the East Potomac Park through construction staging. This would constitute a temporary indirect adverse effect on this property.</p>

The information presented in **Table 4-5** below summarizes where temporary adverse effects resulting from increased noise are anticipated under both Action Alternatives (vibration caused from temporary constructed activities were not found to exceed FTA thresholds at any of the receptor locations). This list was derived from the noise and vibration analysis, which considers various factors (type of construction activity, distance of this activity from the historic property, and construction noise level) in determining if construction noise would exceed FTA threshold criteria. In some cases, an approximate range of construction noise levels has been included.

Construction noise was evaluated according to the District noise ordinance and Arlington County Noise Control Code, Chapter 15.¹⁷ The District imposes a noise ordinance prohibiting construction sound levels above 80 dBA (except for pile driving) measured 25 feet from the outermost limits of the site between 7:00 AM and 7:00 PM unless a variance is granted. For this reason, it is very likely that construction noise within the District exceeding 80 dBA (also the FTA threshold) would be reduced to comply with the ordinance. Therefore, *the effects for properties located in the District have been listed below as potential*

¹⁷ DC Municipal Regulations Chapters 20–27; Arlington County. Arlington County Code: Chapter 15, Noise Control Ordinance. Accessed from <https://countyboard.arlingtonva.us/wp-content/uploads/sites/22/2016/04/Chapter-15-NOISE-CONTROL.pdf>. Accessed May 1, 2018.

effects. It is very likely these effects could be fully avoided through appropriate construction management procedures.

The Arlington County noise ordinance allows construction activity to produce sound no greater than 70 dBA in manufacturing zones, 65 dBA in commercial zones, and 55 dBA in residential and special-purpose zones during nighttime hours. The Arlington County noise ordinance does not limit daytime construction noise (7:00 AM to 9:00 PM on weekdays and 10:00 AM to 9:00 PM on weekends and legal holidays). The GWMP and MVMH historic districts, including the MVT, are located in a special-purpose zone S-3A, which imposes a 55-dBA nighttime construction noise limit.

Table 4-5 | Temporary Effect Assessment Resulting from Noise

Historic Property ¹⁸	Construction Noise Level (dBA)*	Noise Threshold (dBA)*	Exceeds Criteria	Potential for Effect
National Mall HD	61.1-68.9	80	No	None
GWMP HD	81.5-83.4	55	Yes	Potential to diminish the integrity of setting, feeling, and association of the HD
MVMH HD	81.5-83.4	55	Yes	Potential to diminish the integrity of setting, feeling, and association of the HD
Plan of the City of Washington HD	61.1-87.3	80	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
East and West Potomac Parks HD	61.1-84.7	80	Yes	Potential to adversely affect contributing buildings within HD, especially the U.S. Engineer's Storehouse adjacent to the Washington Channel and Long Bridge Corridor
Thomas Jefferson Memorial	61.1	80	No	None
Central Heating Plant	72.3-73.2	80	No	None
USDA Cotton Annex	72.3-73.2	80	No	None
HUD Building	70.8-77.1	80	No	None
USDA South Building	63.9-68.6	80	No	None
Bureau of Engraving and Printing	63.9-68.6	80	No	None
Cuban Friendship Urn	61.9-68.9	80	No	None
Bureau of Engraving and Printing Annex	63.9-68.6	80	No	None
Federal Office Building 10A	70.8-77.1	80	No	None

¹⁸ Because not every historic property within the Noise and Vibration Study Area was utilized as a receptor location, this table extrapolates data using the closest available receptor.

Historic Property¹⁸	Construction Noise Level (dBA)*	Noise Threshold (dBA)*	Exceeds Criteria	Potential for Effect
Richmond, Fredericksburg and Potomac Railroad HD	81.5-83.4	70	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
Washington Marina Building	70.8-77.1	80	No	None
L'Enfant Promenade	67.7-81.8	80	Yes	Based on use and general ambient noise, potential for adverse effect is minimal
Liberty Loan Federal Building	63.9-68.6	80	No	None
Astral Building	72.3-73.2	80	No	None
Comsat Building	72.3-73.2	80	No	None
Loew's L'Enfant Plaza Hotel	72.3-73.2	80	No	None
USPS Building	72.3-73.2	80	No	None

* dBA is a method of measuring units of sound (decibels) that have been weighted to account for relative loudness as perceived by the human ear.

5.0 Resolution of Effects

5.1. Avoidance and Minimization Measures

Throughout the Project, FRA and DDOT, in consultation with DC SHPO, VDHR, and the Consulting Parties, have identified measures to avoid or minimize potential adverse effects on historic properties, including those resulting from temporary construction activities. The following measures have been adopted to date to avoid or minimize anticipated effects:

- Action Alternative A (Preferred Alternative) retains the existing Long Bridge, which is a contributing element to the East and West Potomac Parks Historic District. Action Alternative A also retains the existing component railroad bridge that carries the Long Bridge above the GWMP, which is a contributing element to the GWMP Historic District. In comments following the 4th Consulting Parties meeting, DC SHPO, VHHR, and other Consulting Parties indicated a preference for Action Alternative A, which has fewer and less intense adverse effects on historic properties than Action Alternative B.
- Alternatives that considered the construction of a new railroad bridge and associated railroad infrastructure outside of the existing Long Bridge Corridor were dismissed from further consideration. This avoids potential effects generated by expanding the scope and constructing the project within a significantly larger geographic area.
- The new railroad bridge would be designed with a vertical clearance, visual appearance of the structural system, and alignment that closely references that of the existing Long Bridge as well as of the adjacent 14th Street-Metrorail bridge complex. This design approach avoids potential adverse visual effects that could have been caused by a less compatible type of new bridge structure, including a signature span bridge. In comments following the 4th Consulting Parties meeting, DC SHPO requested that the new bridge design be compatible with the existing Long Bridge. Further, DC SHPO indicated a preference for a through plate girder bridge type to create a consistent aesthetic for the railroad bridges and distinguish them from the Metrorail bridge.
- As recommended by NPS, any new component bridges or other structures introduced into NPS-administered properties would be designed and aesthetically treated to be compatible with the character of existing resources. This minimizes the potential adverse effect of introducing new features into the historic districts. For example, within the GWMP and MVMH historic districts, new bridge piers could be clad with stone to match the piers of the existing railroad bridge. To the extent possible, trees and other vegetation could be introduced to partially mitigate the loss of mature vegetation and to visually screen new bridge structures.
- The bicycle-pedestrian crossing option (Option 2) closely parallels the Long Bridge Corridor upstream of the existing Long Bridge. This minimizes potential adverse physical and visual effects with longer or more geographically dispersed crossing options. As the design of this crossing option advances, consultation will continue on the alignment and aesthetics of the bridge to avoid and minimize adverse effects. In comments following the 4th Consulting Parties meeting, DC SHPO, VDHR, and other Consulting Parties indicated a preference for Option 2. This

option has a smaller footprint and less intense adverse effects on historic properties than Option 1B¹⁹.

- Temporary effects resulting from noise and vibration could be avoided or minimized using a variety of construction management techniques. Visual effects can be minimized by providing appropriate screening between construction staging areas and cultural resources, limiting the size of construction staging areas, and locating them away from sensitive views and viewsheds. In the District, compliance with construction noise ordinances would fully avoid most temporary effects otherwise resulting from construction noise.
- For construction access and staging activities, potential effects on archaeological resources can be minimized or avoided by locating these activities away from areas of high archaeological potential or within sites that are paved or have been previously disturbed.

5.2. Effects Summary

After incorporating the avoidance and minimization measures, **Table 5-1** below provides a summary of determinations for historic properties where adverse effects were unavoidable.

Table 5-1 | Summary of Adverse Effects Determination

Historic Property	Action Alternative A	Action Alternative B	Cumulative Effects	Temporary Effects
National Mall HD (DC)	No adverse effect	No adverse effect	No adverse effect	Indirect adverse effect
GWMP HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
MVMH HD (DC/VA)	Direct adverse effect	Direct and indirect adverse effect	Direct adverse effect	Direct and indirect adverse effect
East and West Potomac Parks HD (DC)	Direct and indirect adverse effect	Direct and indirect adverse effect	Direct adverse and indirect effect	Direct and indirect adverse effect

5.3. Mitigation Measures and Next Steps

In comments following the 4th Consulting Parties meeting, DC SHPO, VDHR, and other Consulting Parties provided suggestions for potential mitigation strategies. These include the following categories:

- **Interpretation:** Development of physical or digital interpretive materials to document the history of the Long Bridge Corridor and its adjacent historic properties.
- **Vegetation Restoration:** Restoration of mature vegetation removed during project implementation, in accordance with NRHP and cultural landscape documentation where available, in addition to the removal of invasive vegetation.
- **Cultural Landscape Documentation:** Development of cultural landscape inventories or reports for affected landscapes adjacent to the railroad corridor.

¹⁹ FRA and DDOT assessed the effects of Option 1B, and presented those findings to SHPOs and Consulting Parties in the Draft Assessment of Effects Report and at the 4th Consulting Parties Meeting.

- **Physical Rehabilitation:** Rehabilitation and repair of railroad infrastructure in the District or contributing resources within East and West Potomac Parks Historic District.
- **Archaeological Investigation:** Continuation of phased archaeological investigation, including underwater archaeology.
- **Viewshed Protection:** Creation and implementation of a viewshed protection plan for GWMP and MVMH in the vicinity of the railroad corridor.

The Section 106 consultation process is ongoing. FRA and DDOT will continue to consult with DC SHPO, VDHR, and the Consulting Parties to identify ways to minimize and mitigate adverse effects on these historic properties. FRA will also notify the Advisory Council of Historic Preservation notice of the adverse effect determination for the Project and provide the Council an opportunity to comment. A Section 106 agreement document (Programmatic Agreement or Memorandum of Agreement) will identify minimization and mitigation measures and describe any consultation that would continue through the design and construction processes.

Appendix A:

Area of Potential Effects and Historic Properties Technical Report

Long Bridge Project

Environmental Impact Statement

Area of Potential Effects and Historic Properties Technical Report

February 23, 2018

Long Bridge Project

Area of Potential Effects and Historic Properties

Technical Report

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1.0 Introduction

The Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) are concurrently preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA), and an assessment of effects on historic properties per Section 106 of the National Historic Preservation Act (NHPA) for the Long Bridge Project (the Project). The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia, and the L'Enfant (LE) Interlocking near 10th Street SW in the District (the Long Bridge Corridor). The Long Bridge Corridor is shown in Figure 1-1.

The purpose of the Proposed Action is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

Although not part of the Proposed Action's Purpose and Need, the Project will explore the potential opportunity to accommodate connections that follow the trajectory of the Long Bridge Corridor to the pedestrian and bicycle network. The feasibility of this opportunity will be assessed as the Project progresses and will consider whether a crossing can be designed to be consistent with railroad operator plans and pursuant to railroad safety practices. Future efforts to accommodate connections to the pedestrian and bicycle network may be advanced as part of the Project, or as part of a separate project(s) sponsored by independent entities.

This report outlines the methodology for delineating and refining the Area of Potential Effects (APE) in accordance with Section 106 of the NHPA (54 U.S.C. § 300101 *et seq.*)¹ and its implementing regulations (36 CFR Part 800) for the Project.²

This report includes the following:

1. A description of the methodology used to delineate the APE;
2. Results of the field survey completed to inform APE development; and
3. An identification of historic properties as well as properties at or greater than 45 years of age that may be affected by the Long Bridge Project.

¹ 54 USC 300101, National Park Service and Related Programs, National Preservation Programs, Division A-Historic Preservation
[http://uscode.house.gov/view.xhtml?req=\(title:54%20section:300101%20edition:prelim\)](http://uscode.house.gov/view.xhtml?req=(title:54%20section:300101%20edition:prelim))

² 36 CFR Part 800, Protection of Historic Properties, <http://www.achp.gov/regs-rev04.pdf>.

Figure 1-1 | Long Bridge Project Area Limits



2.0 APE Methodology

2.1. Section 106 and Virginia Department of Historic Resources (VDHR) Guidance

The Section 106 regulations define an APE as, "...the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" (36 CFR 800.16[d])¹. The APE is defined to allow for the evaluation of potential effects to historic properties resulting from an undertaking. According to the steps prescribed by the Section 106 regulations, the APE must be defined before the identification of historic properties and evaluation of potential effects occurs. Types of effects on historic properties may include:

- Direct (such as physical destruction, damage, relocation, or alteration of a property);
- Indirect (such as introduction of visual, atmospheric, or audible elements that diminish the integrity of a property's significant historic features);
- Temporary;
- Future; and
- Cumulative.

Adverse effects occur when an undertaking may directly or indirectly alter characteristics of a historic property that qualify it for inclusion in the National Register of Historic Places. Examples of adverse effects are stated in 36 CFR Part 800.5(a)(2). Adverse effects have the potential to occur both during the construction and operational periods of a project.

For each undertaking, the Section 106 regulations (36 CFR Part 800) require the lead Federal agency to determine an APE boundary that considers multiple types of effects on historic properties, rather than multiple APEs that address various effects. However, non-contiguous APEs may be developed to include multiple alternative project areas or multiple areas where possible effects may be reasonably anticipated. The regulations also require the lead Federal agency seek information from consulting parties and others likely to have knowledge of, or concerns with, historic properties in the area, to identify issues relating to the undertaking's potential effects on historic properties.

The VDHR provides guidance on APE development, requiring the APE to include all locations where the project will cause ground disturbance, all locations from which the project may be visible or audible, and all locations where the project may result in changes to land use, public access, traffic patterns, etc.³ The DC Historic Preservation Office (DCSHPO) does not offer comparable guidance.

2.2. Development of the APE

The APE for the Long Bridge Project was delineated to identify and document the areas from which the Project could result in ground disturbance or could be reasonably visible or audible. Assumptions for the area within which the alternatives could be located were identified based on the results of Level 1 Concept Screening presented to the public and agencies in May 2017. Level 1 Concept Screening

³ VDHR, *Defining Your Area of Potential Effects*, http://www.dhr.virginia.gov/pdf_files/Defining_Your_APE.pdf.

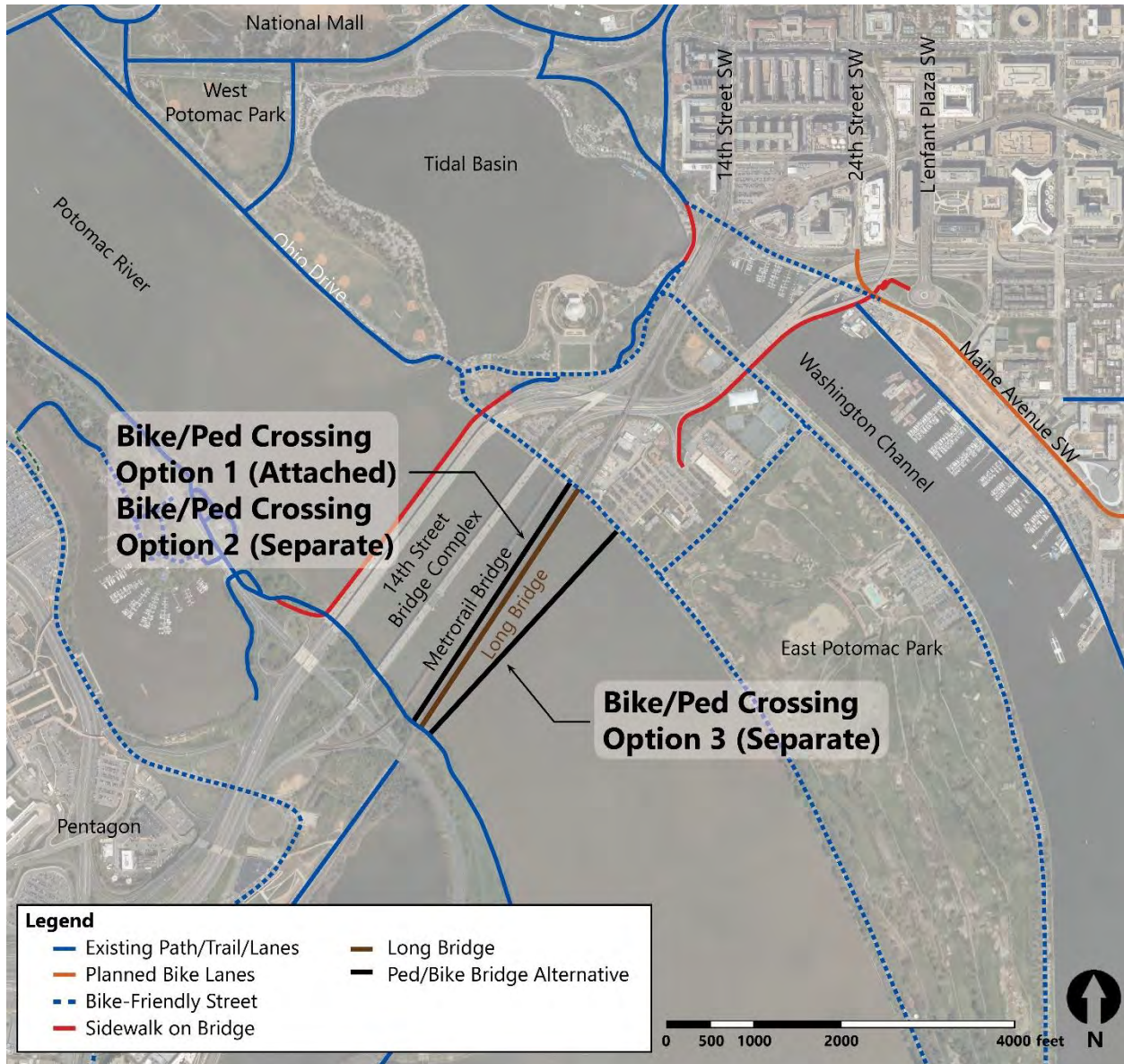
assessed preliminary concepts by their ability to meet the Project's Purpose and Need based on railroad capacity, transportation network connectivity, and railroad resiliency and redundancy. The 6 concepts found to meet Purpose and Need, as a result of Level 1 Screening were:

- 3-track crossing
- 3-track crossing with bike-pedestrian crossing
- 4-track crossing
- 4-track crossing with bike-pedestrian crossing
- 5-track crossing
- 5-track crossing with bike-pedestrian crossing

These concepts all occur within the existing Long Bridge Corridor. Only above ground crossings (bridges) were found to meet Purpose and Need because a freight tunnel could not feasibly connect to existing freight infrastructure, and a passenger-only tunnel would not improve redundancy. The concepts vary in terms of the number of tracks and whether or not a bike-pedestrian crossing is included. Because of the need for any new bridge to tie back into the existing railroad corridor (network connectivity), all concepts would be constructed within a relatively tight band either within the current Long Bridge alignment, or upstream or downstream of the current alignment. The opportunity is currently being explored to provide a bike-pedestrian connection on a new railroad bridge, or on a separated structure upstream or downstream of a railroad bridge. Upstream bike-pedestrian alignments are constrained by the Metrorail bridge, while downstream alignments would need to avoid a Department of Defense Facility in East Potomac Park, and would therefore land close to the NPS headquarters building. Therefore, the outer limits of the potential Limits of Disturbance are set by the bike-pedestrian crossing alignment options, as depicted in

Figure 2-1.

Figure 2-1 | Potential Bike-Pedestrian Crossing Alignment Options



The APE and Limits of Disturbance boundaries were mapped two dimensionally, although it was assumed that the boundaries encompass both above-ground and below-ground resources, including potential underwater and archaeological resources.

The Limits of Disturbance boundary (

Figure 2-2, black dashed line) represents the area within which the Project has the potential to directly alter an existing feature or result in ground-disturbing activities.⁴ Along the span of the existing Long Bridge and on NPS land on either side of the Potomac River, the Limits of Disturbance includes potential realignments of the existing railroad bridge in addition to potential bike and pedestrian crossings. These potential bridge alignments extend from the existing Metrorail Bridge to a distance of approximately 500 feet to the southeast. Additionally, the Limits of Disturbance extend outward from these points on the east and west banks of the Potomac, at a distance of approximately 250-300 feet, to incorporate associated bike-pedestrian access ramps on each side. Along the remainder of the Long Bridge corridor, the Limits of Disturbance includes a buffer of approximately 50' on either side of the existing corridor centerline between RO and LE Interlockings.

The APE (

Figure 2-2, red dashed line) represents areas from which atmospheric or environmental changes are possible. The methodologies used to develop the APE included:

- Digital mapping and aerial photography to guide and supplement field data;
- The impact of topographic and other vertical changes (such as buildings and viewing platforms) and their effect on potential views and viewsheds, including sightlines from various locations in and surrounding the National Mall and wider viewsheds in areas along the banks of the Potomac River; and
- Windshield-level field surveys around the Project Area to determine the visibility of the Project, based on height of the existing Long Bridge steel trestle and component bridge, abutment, and track structures.⁵

⁴ The LOD is defined as the geographic area(s) within which ground disturbance is anticipated to occur resulting from a specific project. It is developed to better understand the potential effects to archaeological resources within the APE. For the Long Bridge Project, once FRA the LOD may be refined, in consultation with SHPOs, as project engineering progresses by the size and location of bridge piers, abutments, etc. and the associated limits of ground disturbance.

⁵ Visibility of the existing Long Bridge Project area was generally used as a determinant of the delineation of the APE boundaries over potential effects resulting from sound and vibration. Sound diminishes as a function of distance at a higher rate than light. An object further away could still be seen but may not be heard; or could be heard to a small degree that would not cause adverse effects. Therefore, changes to views and viewsheds resulting from Project implementation will have the greatest potential to affect historic properties. Additionally, permanent changes in sound regularity or intensity are not anticipated; however, there may be temporary effects during construction.

The process to evaluate the affected environment for noise and vibration will include identifying noise and vibration-sensitive receptors, understanding the predominant sources of noise and vibration, and characterizing existing noise and vibration conditions through measurements and modeling. This process will be conducted concurrently with the EIS studies, and the findings will be incorporated into the delineation of the final APE and in the assessment of effects on historic properties.

Therefore, although other indirect effects (such as audial changes) have been considered, there is a lesser potential for these effects to influence the outer boundaries of the APE. At the time in the Section 106 process when adverse effects are identified, it will be necessary to use available engineering data to quantify and evaluate the potential adverse effects associated with temporary and permanent impacts resulting from the project. Temporary impacts may include construction noise and vibrations; permanent impacts may include increased railroad traffic noise and vibration.

Field survey photographs led to the identification of viewshed locations outside of the contiguous APE boundary. The field survey and photographs were used to determine visibility of the Long Bridge from specific viewshed vantage points. The selection of the viewshed sites was informed by several factors. Viewshed sites are areas from which the project area was clearly visible from a specific exterior vantage point or publicly accessible plaza or viewing platform. However, the view was sufficiently limited in these locations to not warrant expanding the APE to encompass the entirety of each site (for example, the Long Bridge was visible from Arlington House and the Tomb of the Unknown Soldier but not the entirety of Arlington Cemetery). Interiors of buildings were excluded from consideration. All viewshed sites are also historic properties, so there may be potential for impacts to these properties from the implementation of the Long Bridge Project. The viewsheds identified (

Figure 2-2) include:

- The Kennedy Center
- The Washington Monument
- The Lincoln Memorial
- St. Elizabeths West Campus
- Arlington Cemetery, Tomb of the Unknown Soldier
- Arlington House⁶
- Netherland Carillon (within Arlington Ridge Park)
- The Old Post Office Tower
- The Pentagon⁷

Future refinement of the APE will include:

- Reconsidering and adjusting the Limits of Disturbance boundary as EIS alternatives are further refined;⁸
- Incorporating future noise and vibration analysis findings; and
- Accounting for any additional feedback from DCSHPO and VDHR.

2.3. Long Bridge Section 106 Consultation

The first Section 106 consulting parties meeting for the Long Bridge Project was held on April 25, 2017 at the DDOT offices. The attendees provided preliminary guidance for the development of an APE in the context of the preliminary project concepts presented. The comments received indicated a preference for a single, comprehensive APE inclusive of all possible project alternatives (including options for potential bicycle and pedestrian access that follows the trajectory of the Long Bridge Corridor); that considers multiple types of effects (direct and indirect); and is sufficiently sized to accommodate the

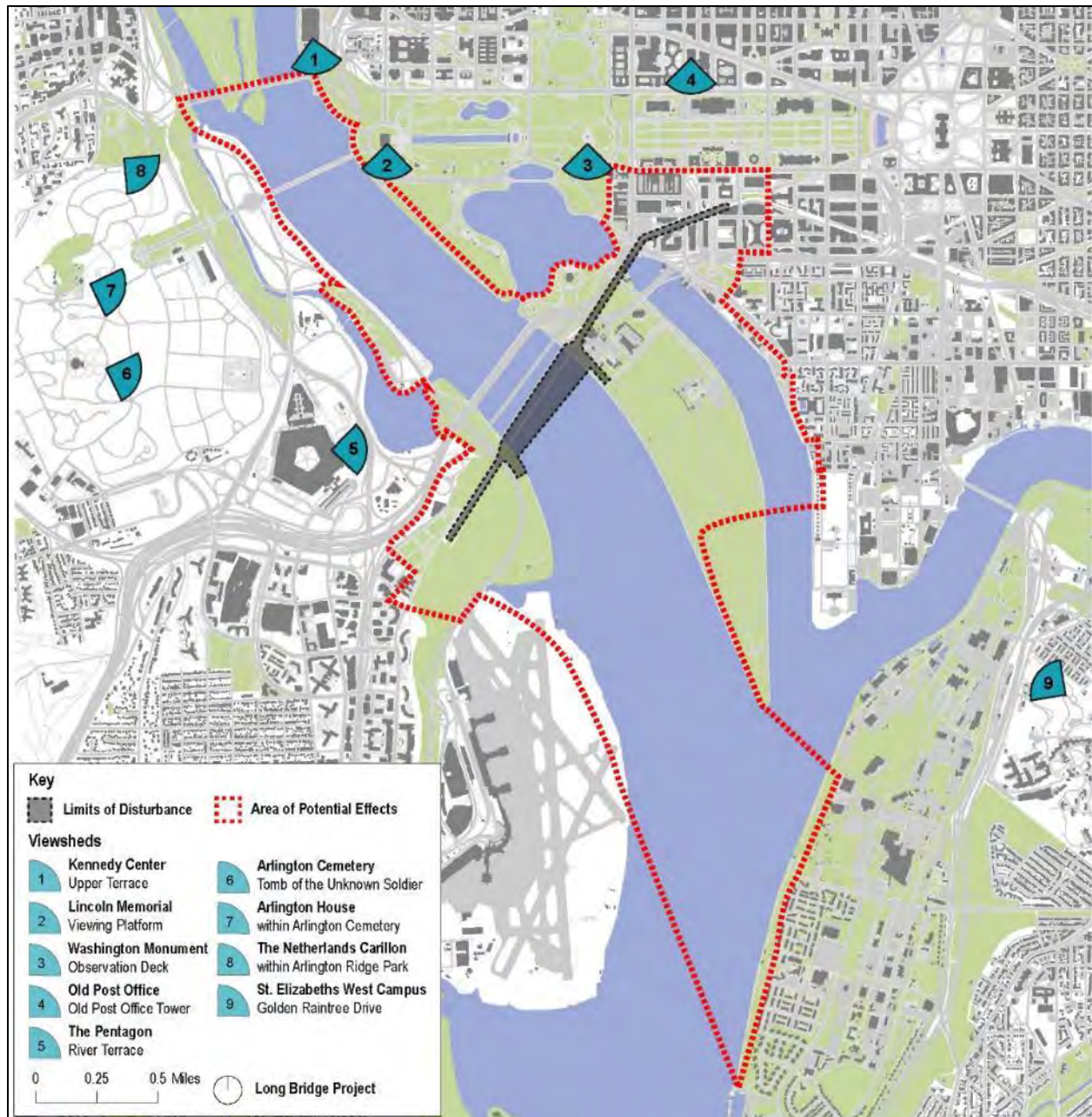
⁶ Arlington House is located within the boundaries of Arlington National Cemetery. It is not administered by Arlington Cemetery but rather separately administered by the National Park Service.

⁷ Site visits and field surveys photographs were taken from several additional viewshed points from which Long Bridge was either not visible. These sites include the Air Force Memorial, the Marine Corps War Memorial, at ground level at Arlington Ridge Park, the Washington National Airport historic terminal, and the Pentagon Metro Station.

expansive and uninterrupted views along the Potomac River to the Long Bridge Corridor. Following the meeting, FRA and DDOT provided the Consulting Parties with a comment period ending May 9, 2017.

The second Section 106 consulting parties meeting was held on November 15, 2017 at the DCSHPO office. At this meeting, FRA and DDOT presented Draft APE and Limits of Disturbance boundaries in addition to the preliminary identification of historic properties. The attendees provided comments on the historic property identification, additional viewshed sites from which the Project area is visible, potential archaeological resources, and the graphic representation of the APE. FRA and DDOT incorporated those comments into the findings of this report. Following the meeting, FRA and DDOT provided the Consulting Parties with a comment period ending December 6, 2017.

Figure 2-2 | Map of APE, Limits of Disturbance, and Viewshed Sites



2.4. Field Survey Documentation

To establish preliminary boundaries for the APE, Esri ArcGIS and Google Maps were used to identify reasonable outer extents for a potential APE boundary. These reasonable outer extents included areas

of higher elevation (from which views would be more likely); major roadways (particularly elevated highways that would have a greater potential to block views); and other urban conditions like building density, street patterns, tree coverage, and potential viewsheds.

Impacts of topographic and other vertical changes, effects on potential views and viewsheds, and sightlines were tested by visiting specific viewing locations and viewing platforms. The existence of views toward the Long Bridge and the Long Bridge Corridor were recorded in field notes and digital photography. Exteriors of buildings and sites (such as the Kennedy Center upper and lower terraces) were also visited to confirm the visibility of the Long Bridge from these points.

The windshield survey was conducted to establish the outer boundaries of the Draft APE. Ten separate field surveys (on June 30, July 3, September 14, September 15, September 19, September 22, November 6, November 28, December 1, and December 5, 2017) were conducted to test and document the visibility of the Long Bridge Project from multiple and various geographic areas. The locations of these field survey points are documented in Figure 2-3.

The field survey locations indicated in Figure 2-3 are points chosen as representative areas within the APE that illustrate visibility of the Long Bridge Corridor. These points are distributed geographically across the APE. These areas are shown in further detail with accompanying supporting maps and photographs to depict views of the Long Bridge in

Figure 2-4 through Figure 2-31. Site visits and field surveys photographs were taken from several additional viewshed points from which the Long Bridge was not visible. These sites include the Air Force Memorial, the Marine Corps War Memorial, at ground level at Arlington Ridge Park, the Washington National Airport historic terminal, and the Pentagon Metro Station.

Figure 2-3 | Map of Field Survey Locations

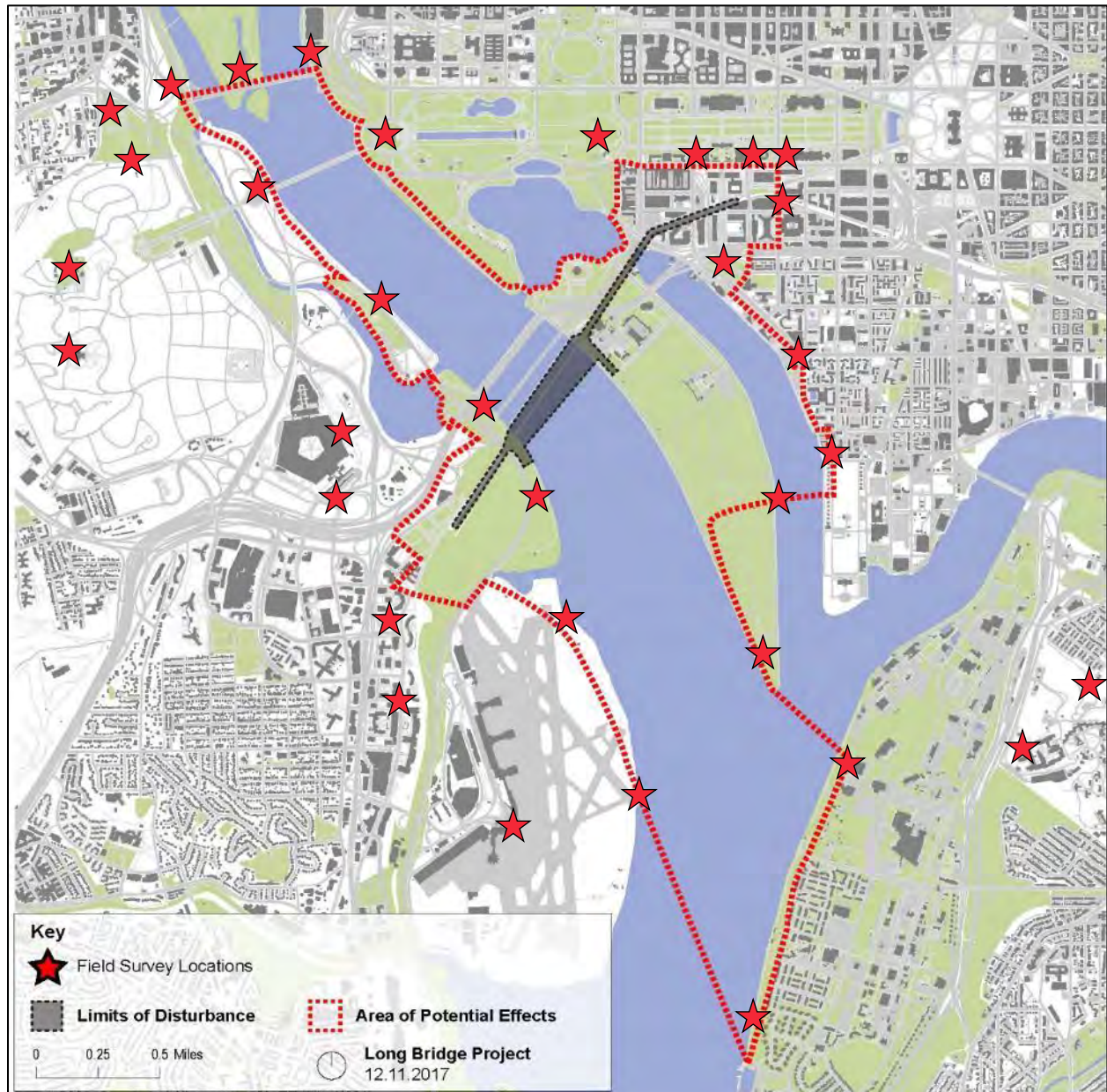


Figure 2-4 | Representative Areas within the APE That Illustrate the Visibility of the Long Bridge Corridor

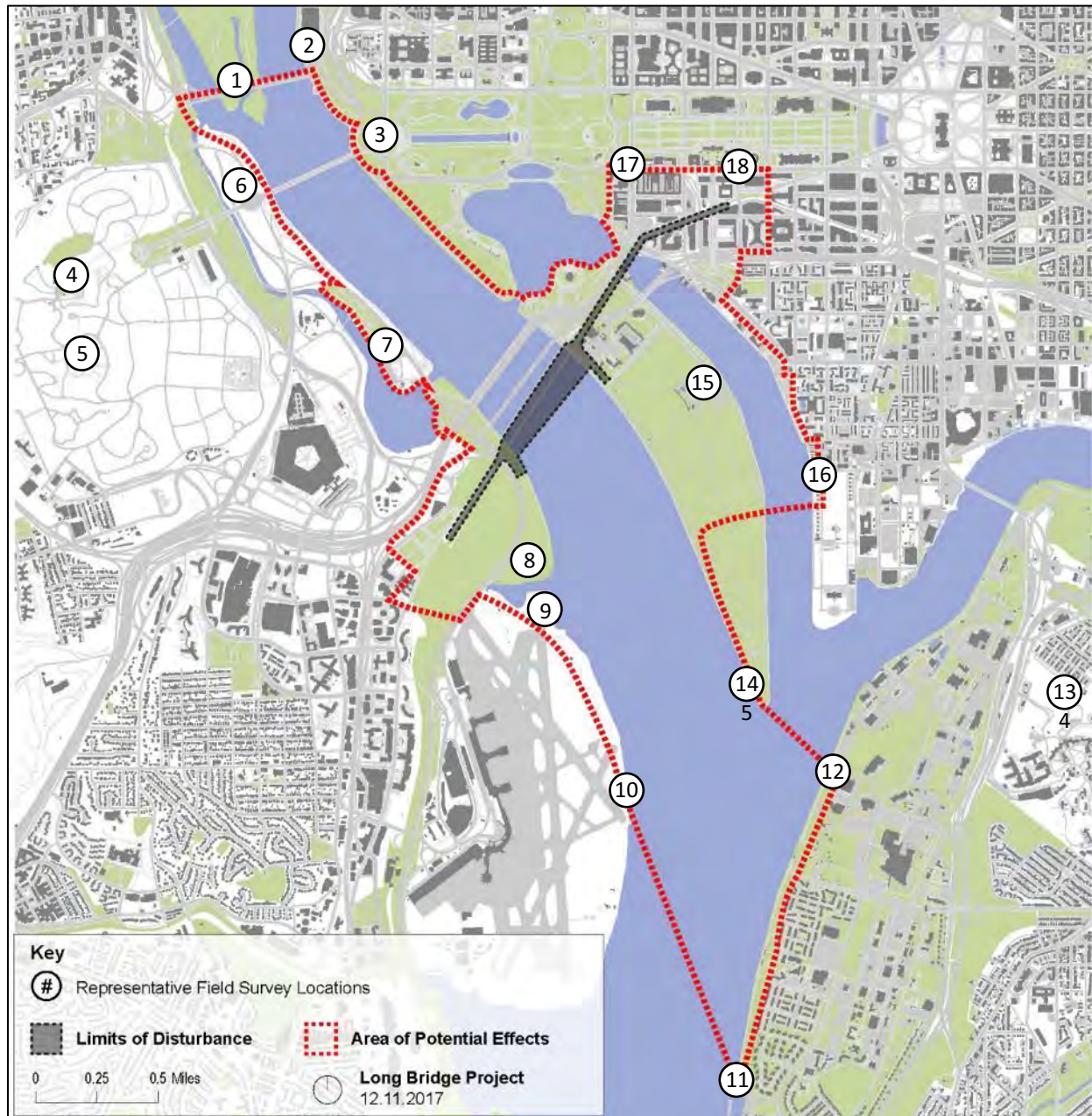


Figure 2-5 | Map detail of photograph locations 1, 2, and 3

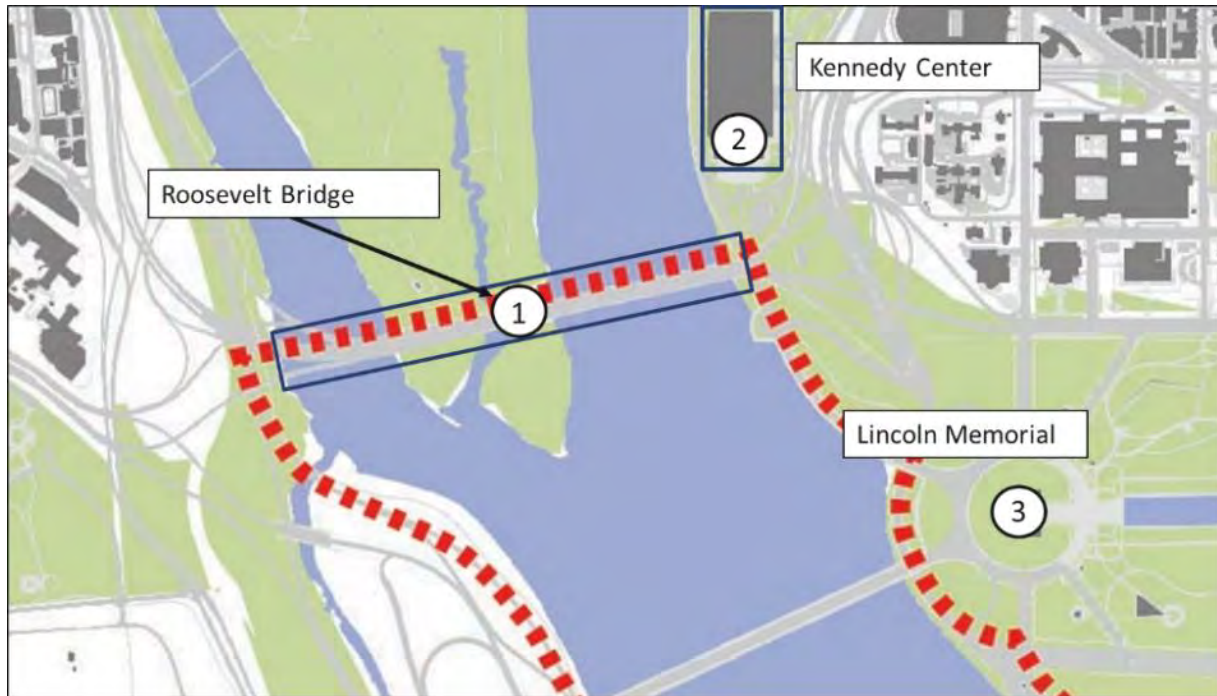


Figure 2-6 | Photograph location 1. Long Bridge from the west end of the Roosevelt Bridge, facing southeast

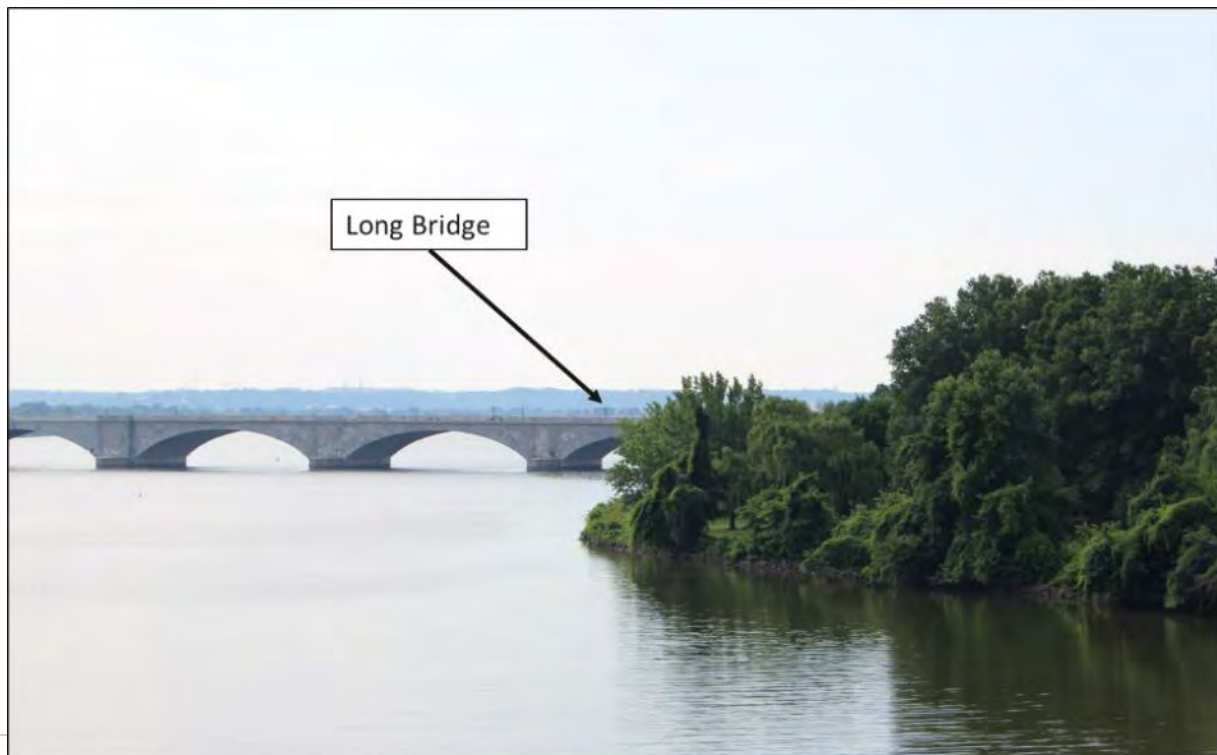


Figure 2-7 | Photograph location 2. Long Bridge from the west section of the Kennedy Center upper terrace, facing southeast



Figure 2-8 | Photograph location 3. Long Bridge from the Lincoln Memorial public viewing platform, facing southeast

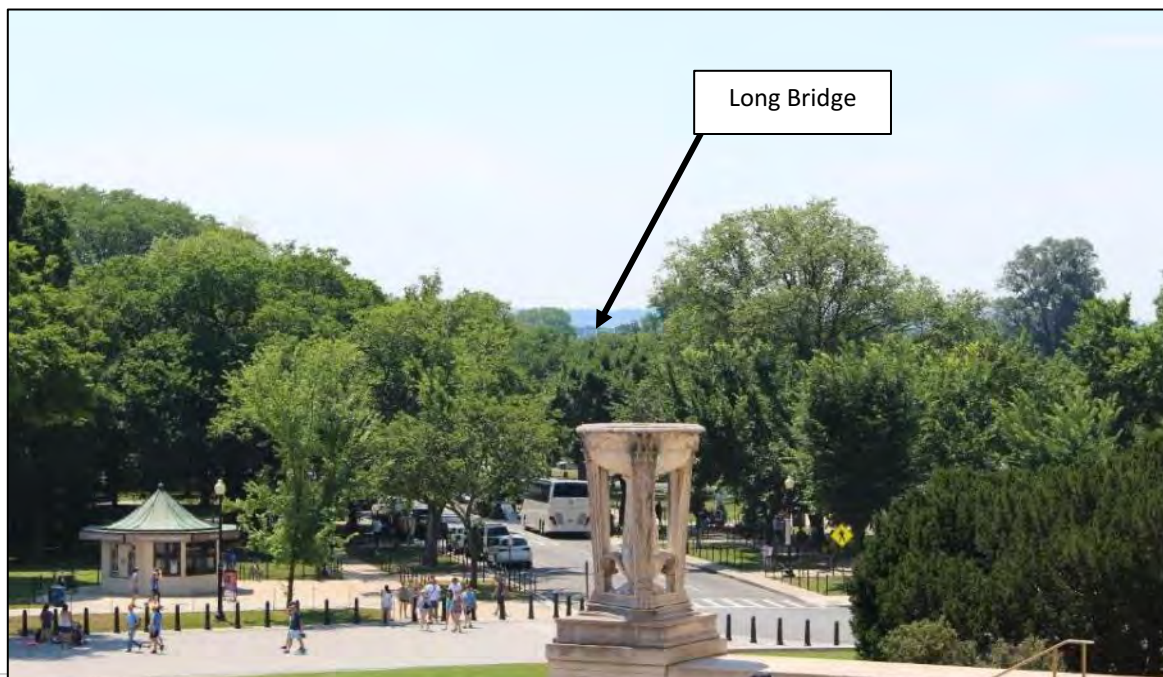


Figure 2-9 | Map detail of photograph locations 4 and 5 at Arlington National Cemetery

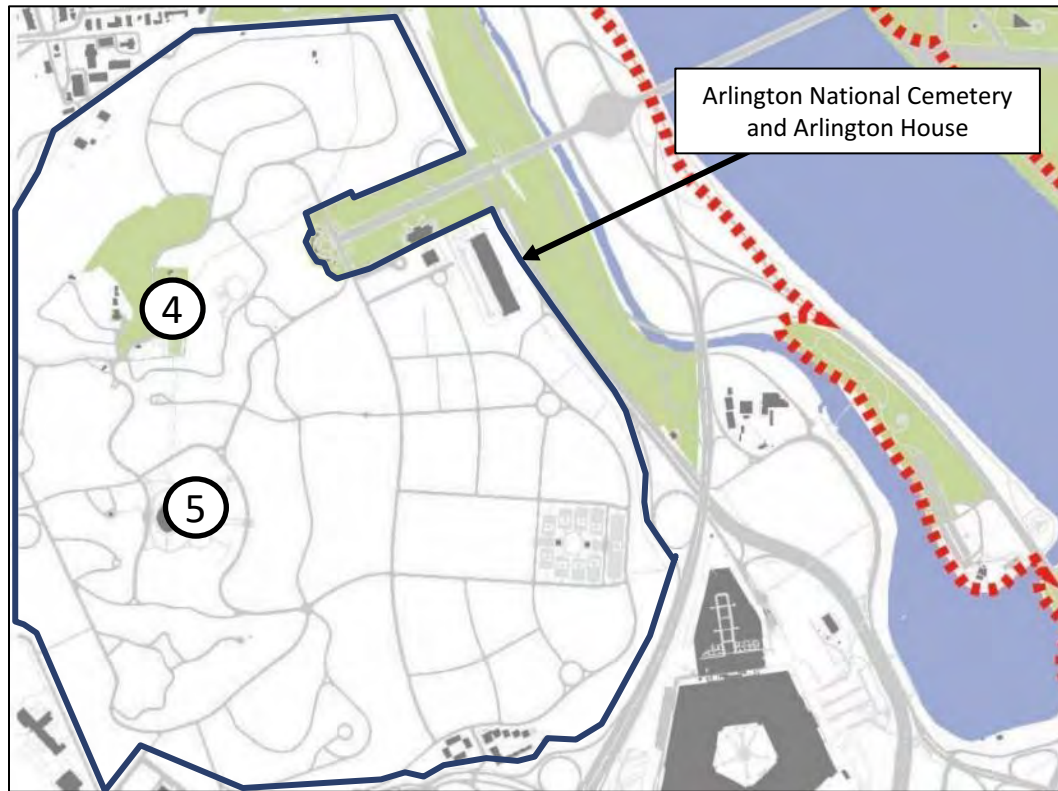


Figure 2-10 | Photograph location 4. Long Bridge from Arlington House, facing southeast

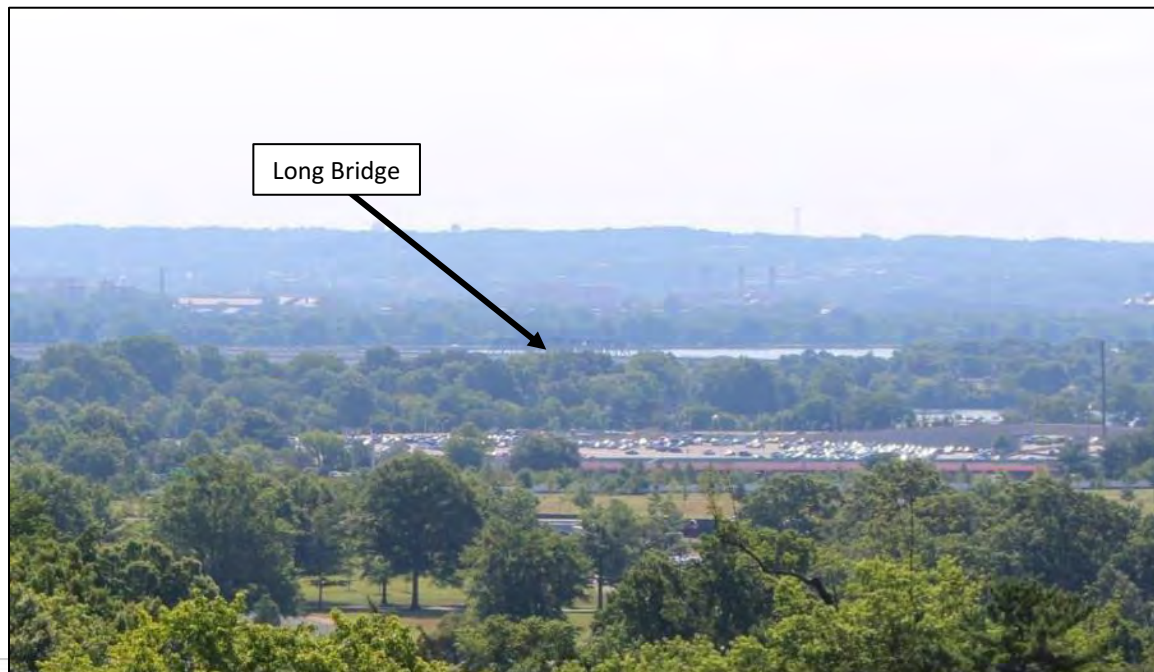


Figure 2-11 | Photograph location 5. Long Bridge from the Tomb of the Unknown Soldier, facing west

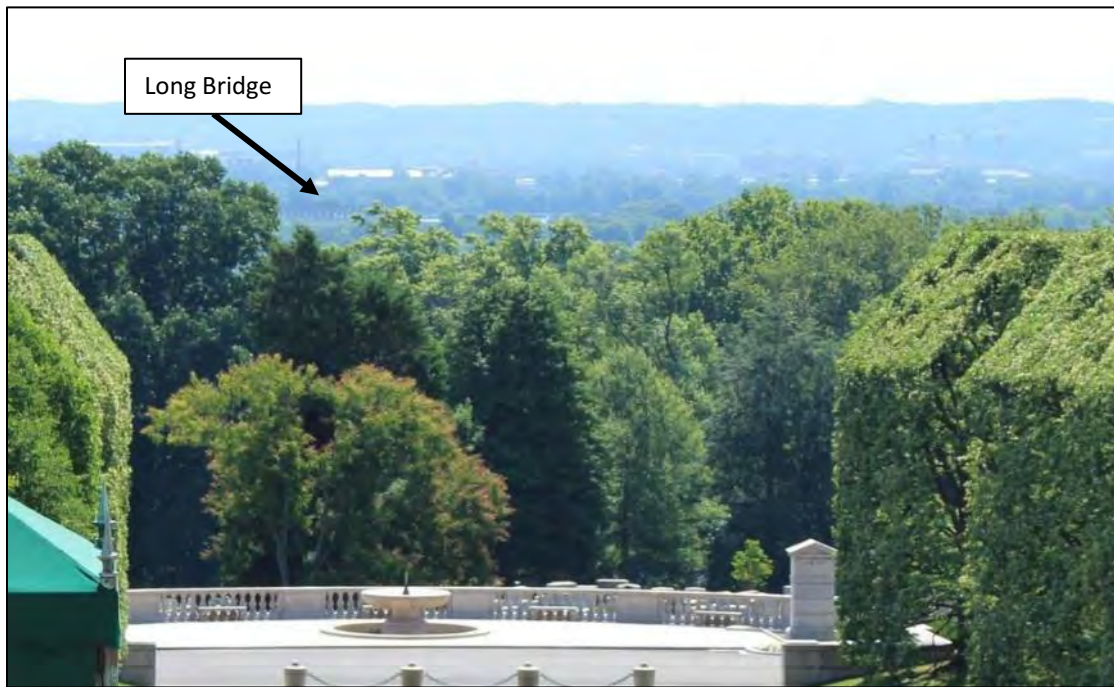


Figure 2-12 | Map detail of photograph locations 6, 7, and 8 at George Washington Memorial Parkway, Gravelly Point, and Mount Vernon Trail.

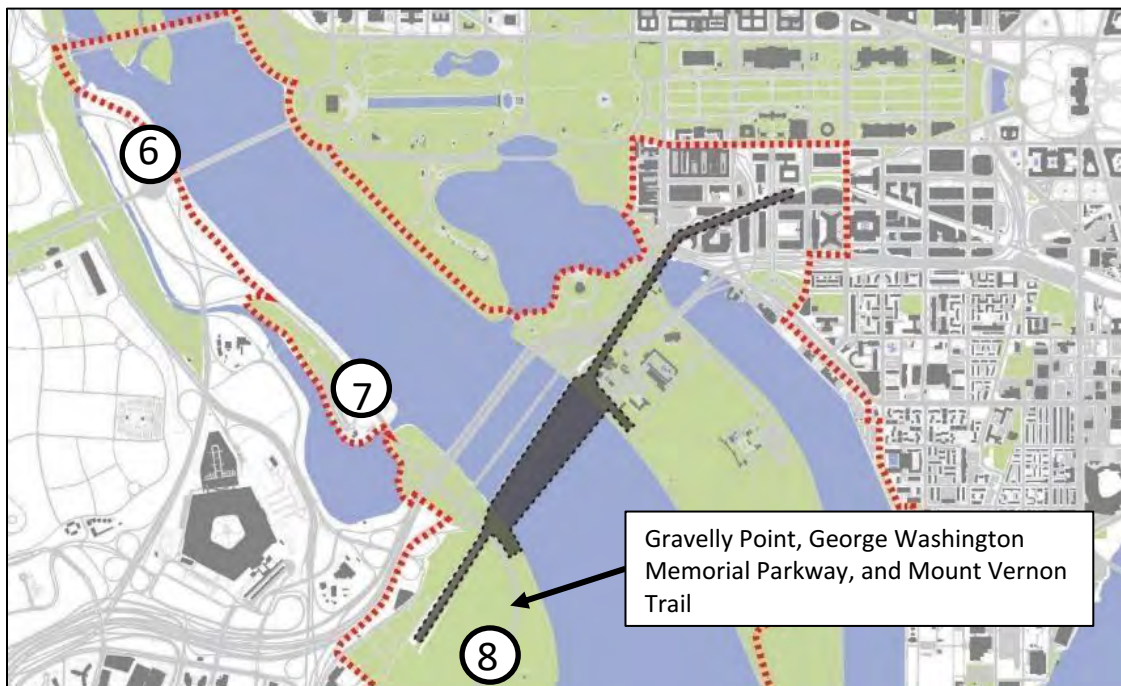


Figure 2-13 | Photograph location 6. Long Bridge from Mount Vernon Trail to the north of Arlington Memorial Bridge, facing southeast

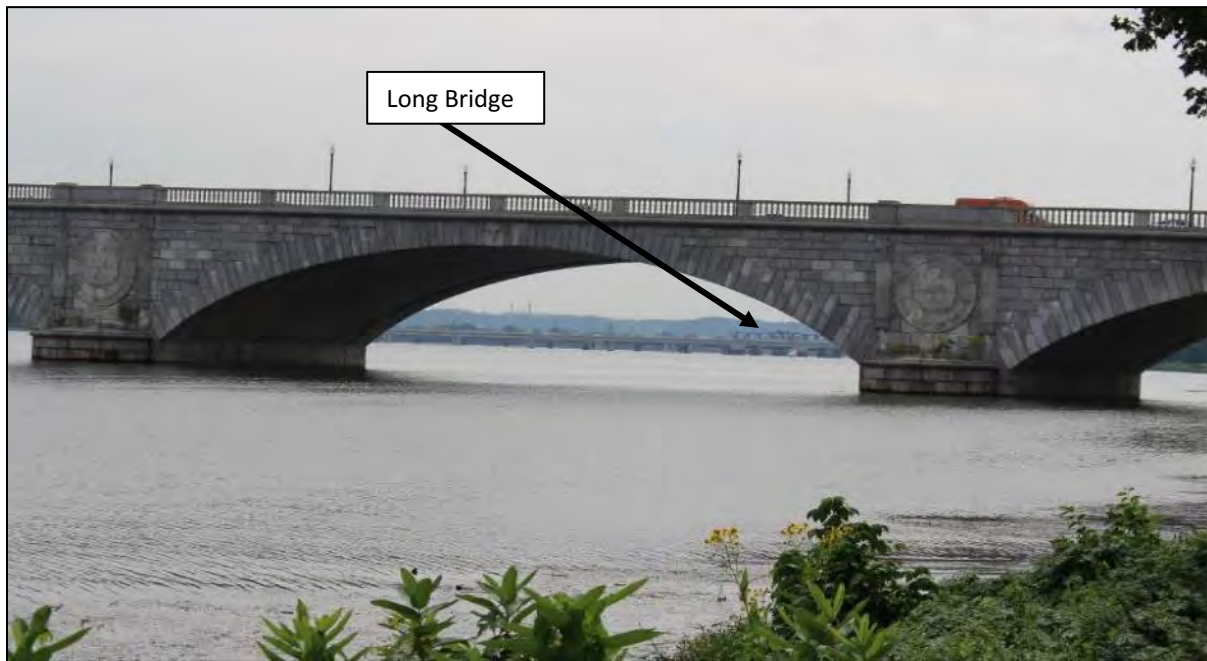


Figure 2-14 | Photograph location 7. Long Bridge from the Mount Vernon Trail to the north of I-395, facing southeast



Figure 2-15 | Photograph location 8. Long Bridge from Gravelly Point, facing north



Figure 2-16 | Map detail of photograph locations 9 and 10 at Reagan National Airport



Figure 2-17 | Photograph location 9. Long Bridge from north boundary of Reagan Airport at the Potomac River, facing north



Figure 2-18 | Photograph location 10. Long Bridge from the southern edge of the airport, facing north/northwest



Figure 2-19 | Map detail of photograph locations 11 and 12, Joint Base Anacostia-Bolling



Figure 2-20 | Photograph location 11. Long Bridge from Arnold Avenue, SW, facing northwest



Figure 2-21 | Photograph location 12. Long Bridge to the west of Boundary Drive at the Anacostia River, facing northwest

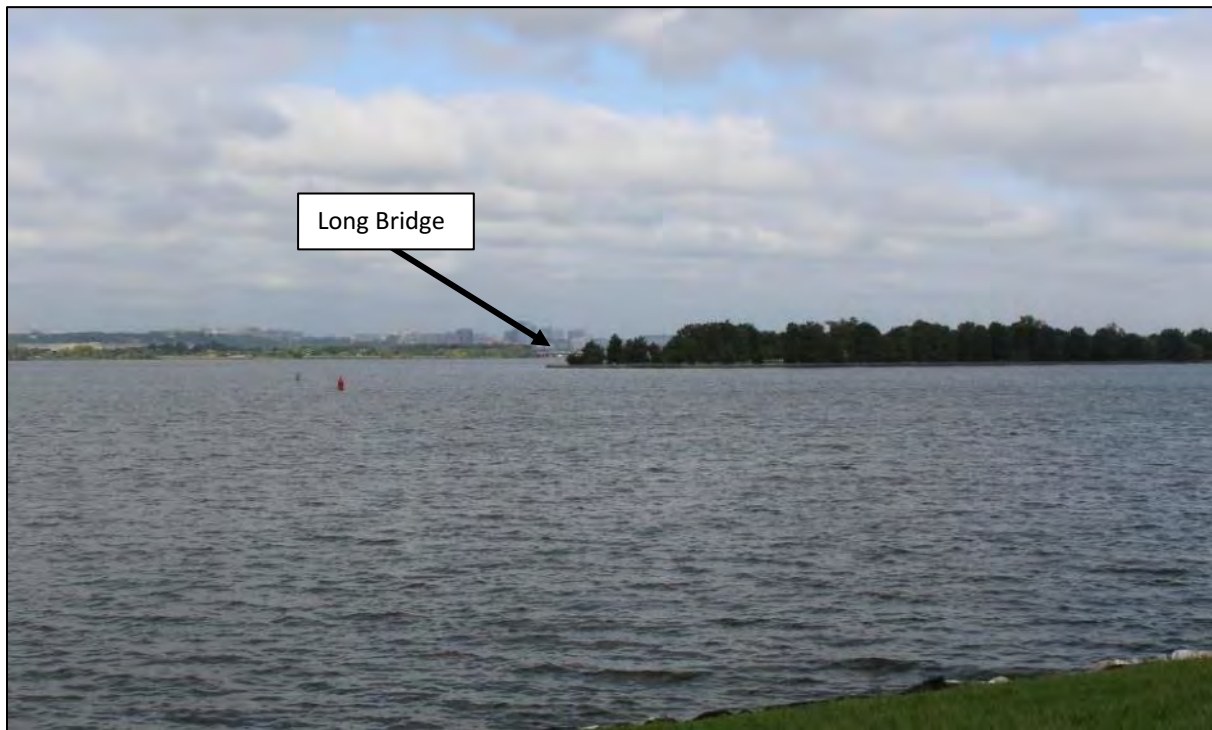


Figure 2-22 | Map detail of photograph location 14, St. Elizabeths West Campus

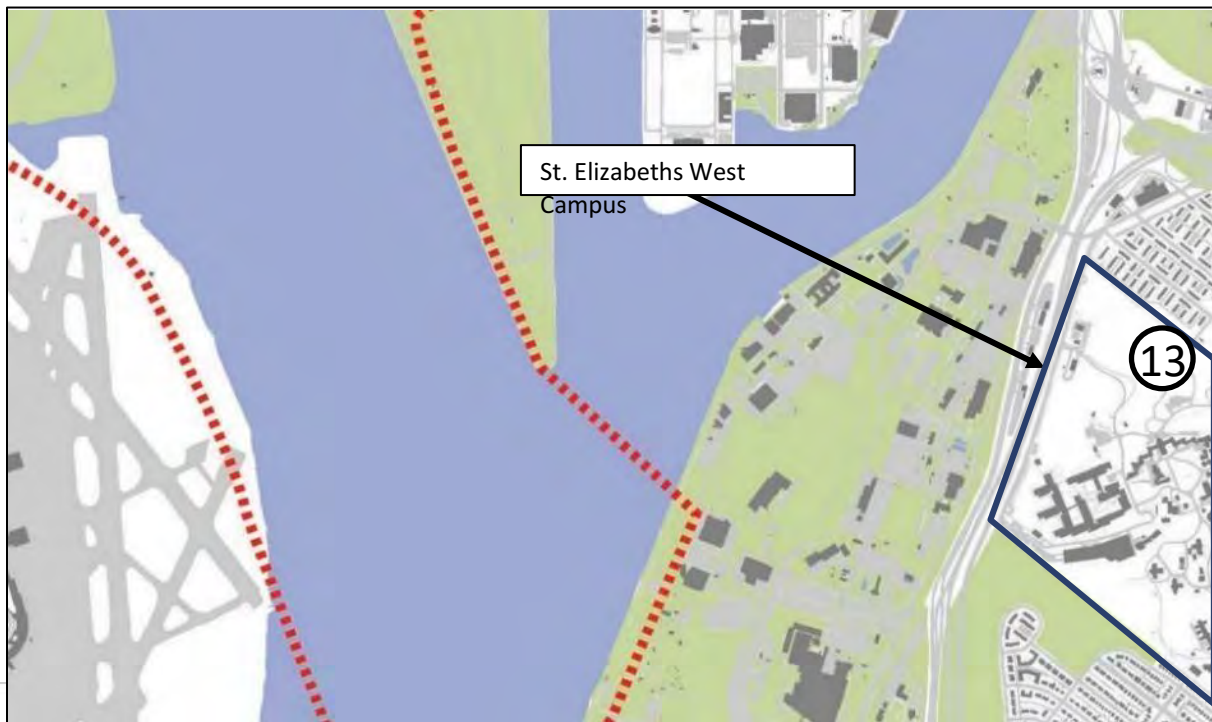


Figure 2-23 | Photograph 2. Long Bridge from Saint Elizabeths West Campus, facing northwest

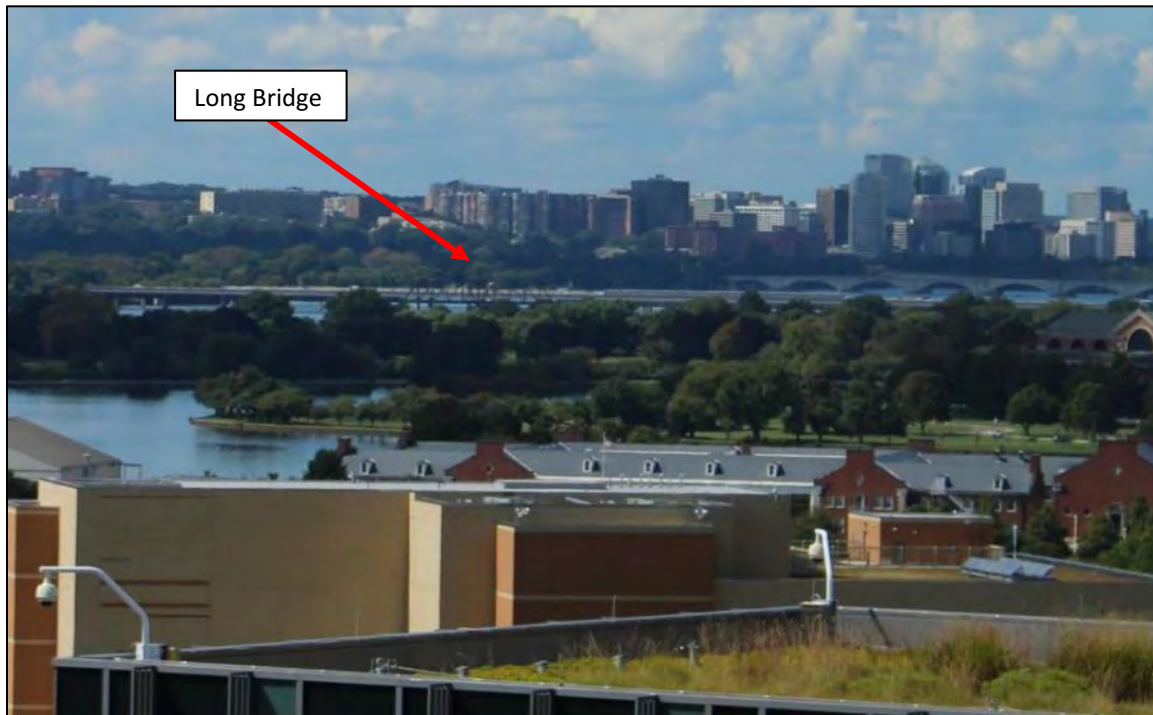


Figure 2-24 | Map detail of photograph locations 14, 15, and 16, East Potomac Park, Hains Point, and Fort McNair



Figure 2-25 | Photograph location 14. Long Bridge from Hains Point, facing northwest



Figure 2-26 | Photograph location 15. Long Bridge Corridor from East Potomac Park at the Washington Channel, facing northwest



Figure 2-27 | Photograph location 16. Long Bridge Corridor from Fort McNair at B Street SW, facing northwest



Figure 2-28 | Map detail of photograph locations 17, 18, and 19

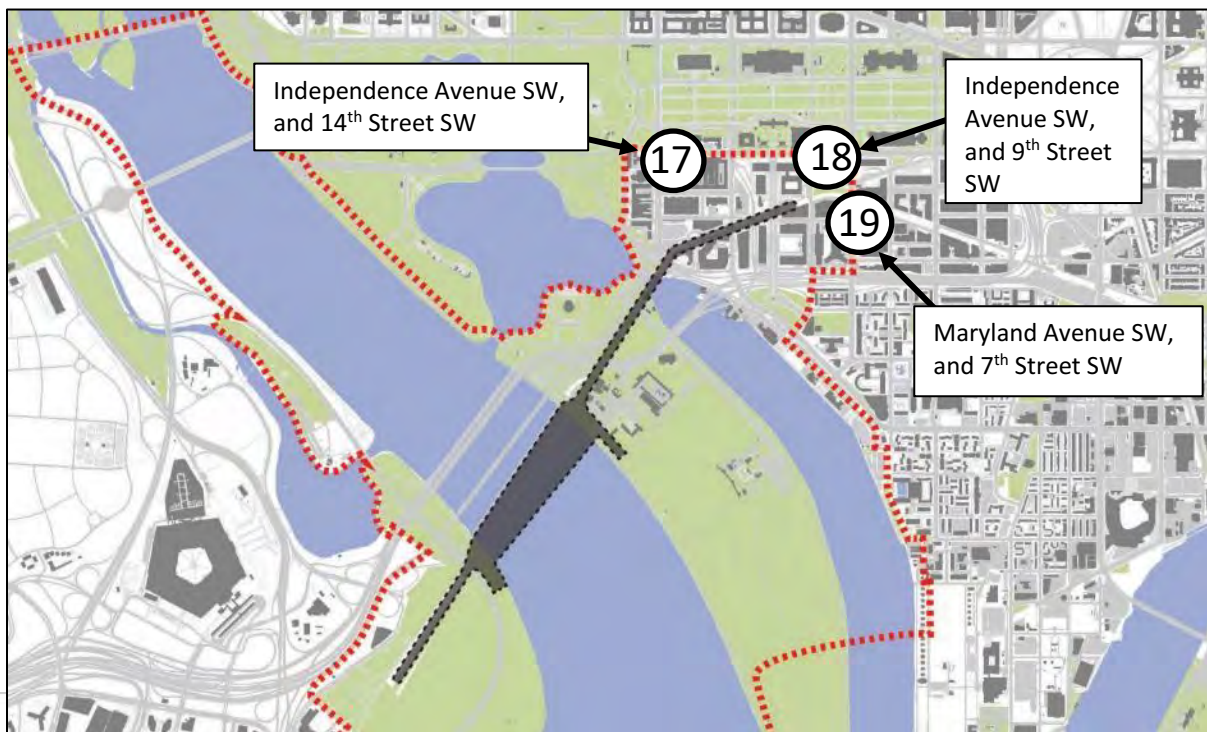


Figure 2-29 | Photograph location 17. Long Bridge Corridor from Independence Avenue SW, and 14th Street SW facing south



Figure 2-30 | Photograph location 18. Long Bridge Corridor from intersection of Independence Avenue SW and 9th Street SW, facing south



Figure 2-31 | Photograph location 19. Long Bridge Corridor from intersection of Maryland Avenue SW, and 7th Street SW, facing southwest



3.0 Identification of Historic Properties

Once an APE has been defined, the Federal agency must “...make a reasonable and good faith effort...” to identify historic properties within its boundaries (36 CFR § 800.4(b)(1)). A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria” (including artifacts, records, and material remains relating to the district, site, building, structure or object” (36 CFR § 800.16(l)(1)).

In August 2016, FRA and DDOT completed the *Long Bridge Project, Environmental Data Collection Report* (Data Collection Report), which included preliminary identification of historic properties within and in the vicinity of the designated study area. The study area was defined by a 1,000-foot buffer along the length of the Long Bridge Corridor.⁹ Historic properties were identified using the following information sources:

- Geographic Information System (GIS) mapping data provided by the District and Arlington County;
- DCSHPO Inventory of Historic Sites;
- NRHP database;
- General Services Administration (GSA) *Historic Buildings* website;
- Virginia Landmarks Register (VLR); and
- Virginia Cultural Resource Information System (V-CRIS).

The *Data Collection Report* was shared with several consulting parties, including VDHR and DCSHPO in September 2016, and the findings related to historic properties were again presented at the consulting party meetings in April and November 2017.

The APE has extended beyond this study area; as such, the above sources were reexamined to identify additional historic properties within the APE. The identification effort was expanded to include the following additional sources of information:

- Properties that are pending or have been recently listed in the NRHP, which were not listed in the August 2016 *Data Collection Report*;
- Properties that have been formally determined eligible for NRHP listing;
- Properties at or greater than 45 years of age that have not been previously evaluated for NRHP eligibility; and
- Contributing streets and avenues, views and vistas, reservations, and other contributing components listed in the Plan of the City of Washington (L’Enfant Plan; L’Enfant-McMillan Plan) NRHP Documentation.

In the future, the identification effort will be expanded to include:

- Potential archaeological resources within the Limits of Disturbance; and

⁹ A 1000-foot buffer was uniformly selected for all environmental resources in the Data Collection Report. FRA selected this buffer to compile preliminary existing data on environmental resources within the vicinity of the Long Bridge Corridor; but it is not an indication that FRA has made any determination that effects would only occur within this 1000-foot buffer zone.

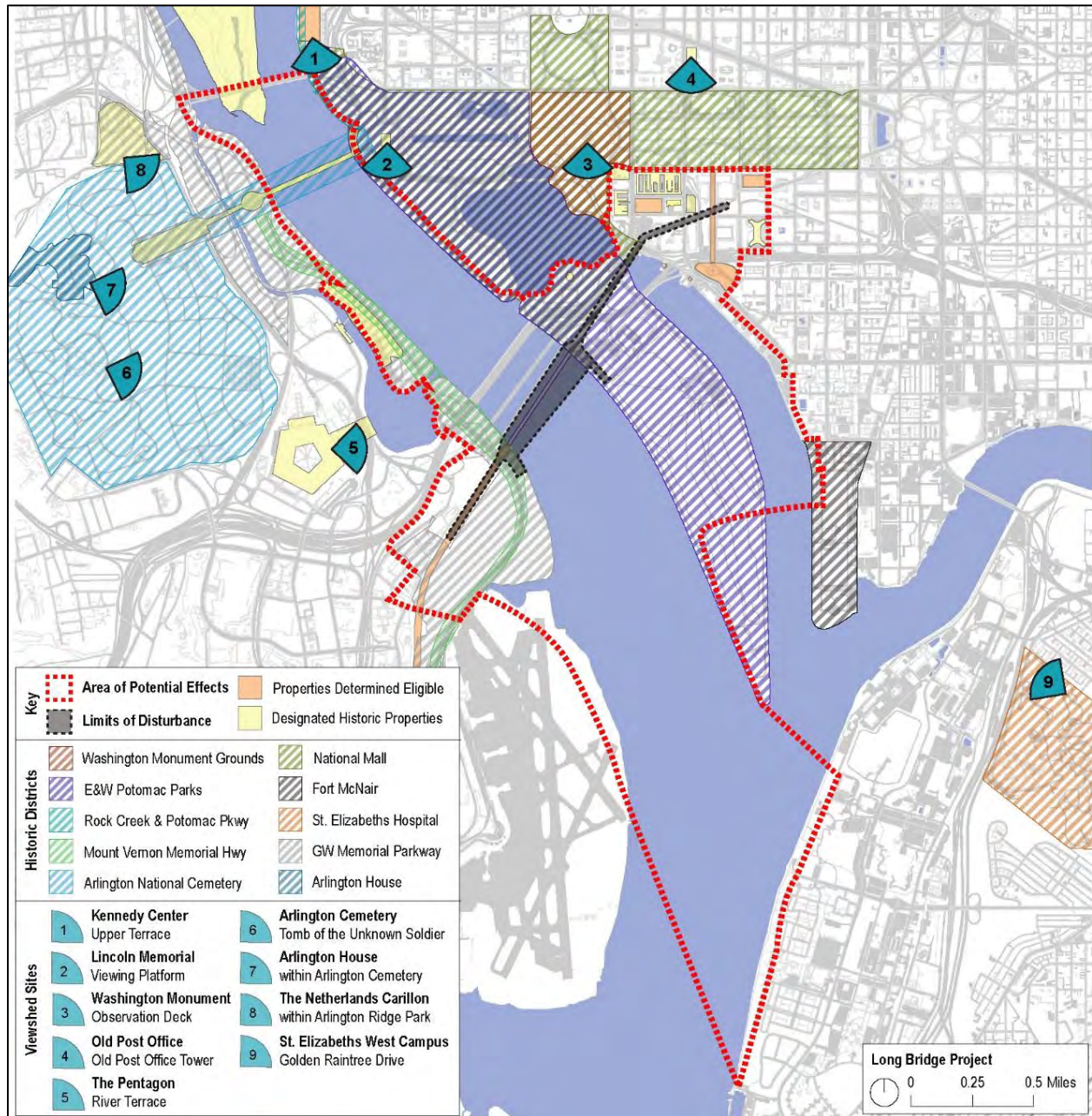
- Any additional feedback from DCSHPO, VDHR, and other consulting parties.

Although the scope for this project does not include drafting formal determinations of eligibility, properties located within the APE that are at least 45 years of age were evaluated against the NRHP Criteria for Evaluation.¹⁰ An assessment of integrity for each property was also undertaken. This age was selected to account for the fifty-year threshold that is generally observed in the evaluation of historic significance, and to account for the implementation schedule of the Long Bridge Project (which may extend five or more years into the future). These properties were identified using a range of documentation resources including real property and building permit data, historic maps and photographs, and aerial photographs. A preliminary evaluation of each property's potential historic significance and integrity is provided herein as a resource for future, more detailed evaluation by the FRA or others at the time of project implementation.

Archaeological resources will be identified using a phased approach. FRA and DDOT will initiate the process by completing a Phase 1A Archaeological Assessment in consultation with DCSHPO and VDHR. The Phase 1A will consist of a desktop review of known archaeological sites and areas that exhibit high archaeological potential. The Phase 1A will address all alternatives, once a Preferred Alternative is identified, additional surveys will be conducted as needed. Because the U.S. Department of the Interior has jurisdiction over a majority of the area within the Limits of Disturbance (including the bottom lands of the Potomac River), FRA and DDOT will coordinate with the National Park Service regarding potential impacts to archaeological resources, including potential underwater archaeology.

¹⁰ National Register of Historic Places, Frequently Asked Questions. <http://www.nationalregisterofhistoricplaces.com/faq.html>

Figure 3-1 | Map of APE with Designated and Eligible Historic Properties



3.1. Designated Historic Properties

The following properties have been listed in the NRHP, DC Inventory of Historic Sites (DC), and/or the VLR. Two properties have been designated as National Historic Landmarks (NHL). In some cases, these properties were determined eligible for National Register listing (Determination of Eligibility [DOE]) and were subsequently listed.

Table 3-1 | List of historic properties previously listed in the NRHP, DC Inventory, or VLR. Several of the below properties listed on the DC Inventory have also been determined eligible for listing on the NRHP.

#	Name	Location	Designation
1.	National Mall Historic District	Washington, DC	DC, NRHP
2.	Parkways of the National Capital Region	Washington, DC	VLR, NRHP
3.	Rock Creek and Potomac Parkway Historic District	Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo.	DC, NRHP
4.	George Washington Memorial Parkway	Arlington County, (Extends to City of Alexandria and Fairfax County)	VLR, NRHP
5.	Mount Vernon Memorial Highway	Arlington County (Extends to City of Alexandria, and Fairfax County)	VLR, NRHP
6.	Plan of the City of Washington	Washington Region Multi-Property Submission	DC, NRHP
7.	East and West Potomac Parks Historic District	Washington, DC	DC, NRHP
8.	Thomas Jefferson Memorial	East Basin Drive SW, Washington, DC	DC, NRHP
9.	Central Heating Plant	325 13th Street SW, Washington, DC	DC, NRHP
10.	U.S. Department of Agriculture (USDA) Cotton Annex	300 12th Street SW, Washington, DC	DC, NRHP
11.	HUD Building (Robert C. Weaver Federal Building)	451 7th Street, SW, Washington, DC	DC, NRHP
12.	U.S. Department of Agriculture South Building	1352 C Street SW, Washington, DC	DC, NRHP
13.	Bureau of Engraving and Printing	301 14th Street SW, Washington, DC	DC
14.	Auditor's Building Complex	14th Street and Independence Avenue SW	DC, NRHP
15.	Arlington Memorial Bridge (and related features)	Memorial Avenue, DC & Virginia	DC, NRHP
16.	Fort Leslie J. McNair Historic District (The Old Arsenal)	4th and P Streets SW	DC, DOE
17.	Titanic Memorial	Water and P Streets SW	DC, NRHP
18.	Lunch Room Building and Oyster Shucking Shed	1100 Maine Avenue SW	DC, DOE
19.	Cuban Friendship Urn	Reservation 332, Ohio Drive at 14th Street Bridge SW	DC, NRHP
20.	Theodore Roosevelt Island National Memorial (Anacostan Island)	Potomac River west of Georgetown Channel	DC, NRHP
21.	Lyndon B. Johnson Memorial Grove	Columbia Island in Lady Bird Johnson Park	DC, NRHP
22.	Lincoln Memorial (Statue of Lincoln) *	West Potomac Park, Washington, DC	DC, NRHP

#	Name	Location	Designation
23.	Washington Monument and Grounds Historic District*	14th Street, between Constitution and Independence Avenues, Washington, DC	DC, NRHP
24.	Arlington House Historic District*	Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery	VLR, NRHP
25.	Arlington National Cemetery Historic District*	One Memorial Avenue, Arlington, VA	NRHP
26.	St. Elizabeths Hospital Historic District*	2700 Martin Luther King Jr., Avenue, SE	DC, NRHP, NHL
27.	Netherlands Carillon (within Arlington Ridge Park)*	Northwest corner of N Meade Street and Marshall Drive in Arlington, VA	VLR, NRHP,
28.	Old Post Office*	1100 Pennsylvania Avenue, NW	DC, NRHP
29.	The Pentagon*	U.S. 1, Va. 110, and Interstate 395	VLR, NRHP, NHL

** These properties are designated as viewshed locations outside of the contiguous APE boundaries.*

1. National Mall Historic District

Location: Washington, DC

Designation: DC, NRHP

The National Mall Historic District (the Mall) is comprised of the monumental core of Washington, DC, an original design element of Major General Pierre Charles L'Enfant's Plan for the Capital City. The L'Enfant Plan was further refined and expanded in the McMillan Commission's 1901-1902 plan for the City of Washington. L'Enfant designed the National Mall to serve as the central axis of Washington's monumental core. The Plan called for the Mall to be a 400-foot-wide, mile long, "grand avenue" from the Capitol to a point directly south of the President's house. The site was to be lined with landscaped areas and gardens. The 1901 McMillan Commission restored and supplemented the L'Enfant Plan primarily by removing obtrusive elements and bordering the Mall with public buildings.

Figure 3-2 | National Mall



2. Parkway of the National Capital Region

Location: Throughout the Washington, DC, metropolitan region.

Designation: NRHP, VLR

Multi-property documentation for scenic parkways of the Washington, DC region including the George Washington Memorial Parkway, the Mount Vernon Memorial Highway, and the Rock Creek and Potomac Parkway, among others.

Figure 3-3 | Rock Creek and Potomac Parkway



3. Rock Creek and Potomac Parkway

Location: Along the Potomac River and Rock Creek from the Lincoln Memorial to the National Zoo.

Designation: DC, NRHP

The first parkway for which legislation was passed in the Nation's Capital and one of the earliest parkways constructed in the region. In 1913, Congress passed the Public Buildings Act, which authorized the creation of the parkway. Planning, design, and land acquisition of the parkway continued through the 1930s, and the parkway was completed in 1935.

Figure 3-4 | Rock Creek and Potomac Parkway



4. George Washington Memorial Parkway

Location: Arlington County, City of Alexandria, and Fairfax County

Designation: VLR, NRHP

The George Washington Memorial Parkway is a 25-mile scenic parkway administered by the National Park Service. Constructed predominantly in the 1930s, the parkway provides a ceremonial and recreational corridor between northern Virginia and Mount Vernon, the home and estate of George Washington.

Figure 3-5 | George Washington Memorial Parkway (Mount Vernon)



5. Mount Vernon Memorial Highway

Location: Arlington County, City of Alexandria, and Fairfax County

Designation: VLR, NRHP

Original 15.2-mile segment of the scenic parkway commemorating the birth of George Washington.

Figure 3-6 | Mount Vernon Memorial Highway (Google Maps)



6. Plan of the City of Washington

Location: Includes original elements of Pierre Charles L'Enfant's plan for the City of Washington, including later elements proposed by the McMillan Commission

Designation: NRHP, DC

Multi-property submission for the street grid, diagonal avenues, parks, vistas among monuments and sites over Federal land within the L'Enfant Plan boundary, and the airspace above this matrix up to the legal height limit in the City.

Figure 3-7 | Detail, L'Enfant Plan Facsimile, 1887 (Library of Congress)



7. East and West Potomac Parks Historic District

Location: Washington, DC

Designation: NRHP, DC

Historic district comprising 730 acres of park land along the Potomac River. Standing memorials in the parks include the Lincoln and Jefferson Memorials. Contributing features to this historic district include the Inlet Bridge, the U. S. Engineers Storehouse, the National Capital Region Building complex, East Potomac Park Golf Course, East Potomac Park Field House, East Potomac Park Swimming Pool, and D-1 Substation Building.

Figure 3-8 | Hains Point, East and West Potomac Parks Historic District



The Long Bridge, constructed in 1904, is a contributing feature to the East and West Potomac Parks historic district.¹¹

Figure 3-9 | Long Bridge



8. Thomas Jefferson Memorial

Location: 16 East Basin Drive SW, Washington, DC

Designation: NRHP, DC

National Memorial dedicated to third U.S. President Thomas Jefferson. Designed by notable architect John Russell Pope, the memorial was constructed between 1937 and 1942. Sited facing the Tidal Basin, the memorial forms a significant component of the city's monumental plan.

**Figure 3-10 | Jefferson Memorial
(National Park Service)**



9. Central Heating Plant

Location: 325 13th Street SW, Washington, DC

Designation: NRHP, DC

A heating plant completed in 1934 to supply steam to Federal buildings. Designed in the Art Deco style by architect Paul Phillipe Cret under the direction of the Supervising Architect of the Treasury Department.

Figure 3-11 | Central Heating Plant



¹¹ The Evening Star. 1904. *First Train Passes, New Railway Bridge Used for First Time*. August 25, 1904.

10. USDA Cotton Annex

Location: 300 13th Street SW, Washington, DC

Designation: NRHP, DC

The Bureau of Agricultural Economics (BAE) Building, now known as the Cotton Annex, was built in 1936 to 1937 for the USDA under the auspices of Supervising Architect of the Treasury Louis A. Simon (1933–1939).

Figure 3-12 | USDA Cotton Annex



11. U.S. Department of Housing and Urban Development (HUD) Building (Robert C. Weaver Federal Building)

Location: 451 7th Street SW, Washington, DC

Designation: NRHP, DC

Completed in 1968 by the architect Marcel Breuer. The modernist design and execution of the HUD building exemplifies the primary tenets of the "Guiding Principles for Federal Architecture" as set forth by President John F. Kennedy's administration in 1962.

Figure 3-13 | HUD Building



12. USDA South Building

Location: 1352 C Street SW, Washington, DC

Designation: DC, NRHP

Completed in 1936, the South Building is significant for its association with the growth of the Department of Agriculture; broader patterns of city development in the District; and as an excellent example of the Stripped Classical style of Federal architecture of the 1930s.

Figure 3-14 | USDA South Building



13. Bureau of Engraving and Printing (BEP) (Main Building)

Location: 301 14th Street SW, Washington, DC

Designation: DC

The building was designed by the Office of the Supervising Architect of the Treasury, under Supervising Architect James Knox Taylor. The Neoclassical style building was completed in February 1914.

Figure 3-15 | BEP Main Building



14. Auditor's Building Complex

Location: 14th Street and Independence Avenue SW, Washington, DC

Designation: DC, NRHP

The Auditors Building was the first building designed and constructed for the U.S. Department of the Treasury Bureau of Engraving and Printing. Originally completed in 1880, the building had three major additions in 1891, 1895, and 1900. Originally designed by James B. Hill, Supervising Architect of the Treasury Department, the building is also significant for its architectural style.

Figure 3-16 | Auditor's Building (Library of Congress)



15. Arlington Memorial Bridge (and Related Features)

Location: Memorial Avenue, DC and Virginia

Designation: DC, NRHP

The 1932 bridge and its related features are a major element of 1902 McMillan Commission plan for the city. The bridge serves as a symbolic link between the north and the south, connecting Arlington House (home of Robert E. Lee) and the Lincoln Memorial.

Figure 3-17 | Memorial Bridge



16. Fort Leslie J. McNair Historic District (The Old Arsenal)

Location: Fourth and P Streets SW, Washington, DC

Designation: DC, DOE

Fort McNair was established in 1791 and today is the third oldest U.S. Army installation in continuous use. The district is significant in the fields of architecture, military history, military education, and health and medicine.

Figure 3-18 | Fort McNair (National Defense University)



17. Titanic Memorial

Location: Water and P Streets SW, Washington, DC

Designation: DC, NRHP

The Titanic Memorial was designed by the female sculptor Gertrude Vanderbilt Whitney. The sculpture is significant as it is only one of five located in the District designed by a woman. Completed in 1916, the statue was originally erected at the Rock Creek and Potomac Parkway in 1930. In 1968, the statue was relocated to its present location.

Figure 3-19 | Titanic Memorial



18. Lunch Room Building and Oyster Shucking Shed

Location: 1100 Maine Avenue SW, Washington, DC

Designation: DC, DOE

The Lunch Room Building and Oyster Shucking Shed are significant as they are the only extant buildings associated with the 1916-1918 Municipal Fish Wharf and Market on Water Street. The buildings illustrate Congress' support for the City Beautiful movement as implemented by the improvement of the District's shoreline, and recognition of the need to address issues with the District's fishing industry, as well as they health and welfare of the District's citizens.

Figure 3-20 | Lunch Room



19. Cuban Friendship Urn

Location: Reservation 332, Ohio Drive at Fourteenth Street Bridge SW, Washington, DC

Designation: DC, NRHP

The urn is significant as it is the second gift of sculpture presented to the District of Columbia by a foreign nation. It was presented to President Calvin Coolidge in Havana in 1928, and Congress authorized its acceptance on May 22, 1928.

Figure 3-21 | Cuban Friendship Urn
(Wikimedia Commons)



20. Theodore Roosevelt Island National Memorial (Analostan Island)

Location: Potomac River west of Georgetown Channel

Designation: DC, NRHP

The 88-acre island is a memorial to Theodore Roosevelt, twenty-sixth President of the United States. It was presented to the U.S. by the Roosevelt Memorial Association in 1931 and opened to the public in 1936.

Figure 3-22 | Roosevelt Memorial (National Park Service)



21. Lyndon B. Johnson Memorial Grove on the Potomac

Location: George Washington Memorial Parkway

Designation: NRHP

Authorized by Congress in 1973, the Memorial Grove established an official memorial to President Lyndon B. Johnson. The site is significant for its association with the historic pattern of creating presidential memorials, which began with the Washington Monument, and as an excellent example of twentieth century landscape architecture.

Figure 3-23 | Johnson Memorial Grove (National Park Service)



22. Lincoln Memorial (Statue of Lincoln)

Location: West Potomac Park, Washington, DC

Designation: DC, NRHP

The Lincoln Memorial is significant as an important example of Neoclassical style architecture. It is the foremost memorial to the sixteenth President of the United States, and as the terminus of the extended Mall plan in the Senate Park Commission's (popularly known as the McMillan Commission) 1902 plan for the city. The memorial was designed by architect Henry Bacon, and Lincoln's statue is the work of sculptor Daniel Chester French.

Figure 3-24 | Lincoln Memorial (National Park Service)



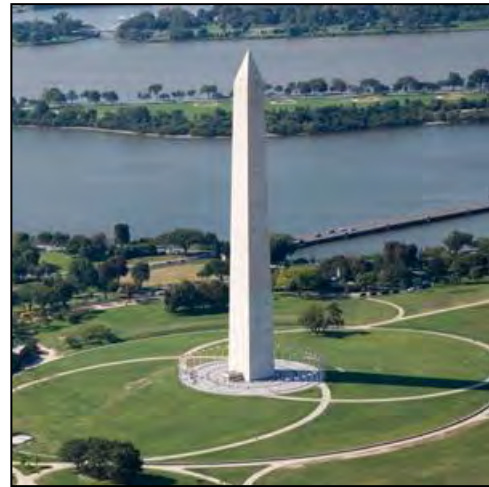
23. Washington Monument and Grounds Historic District

Location: 14th Street, between Constitution and Independence Avenues, Washington, DC

Designation: DC, NRHP

The Washington Monument and Grounds Historic District is significant under Criterion A in the areas of: politics and government as part of the establishment of the national capital; social history as a gathering place for the American citizenry to express their First Amendment rights; ethnic heritage for its association with the 1963 March on Washington for Jobs and Freedom; and locally as the site of continuing entertainment and recreation. The historic district is also significant for its architecture, planning, and design, and as a planned cultural landscape. There are several views and vistas that contribute to the significance of the historic district, including views from the top of the monument to surrounding city and important sites.

Figure 3-25 | Washington Monument and Grounds (National Park Service)



24. Arlington House Historic District

Location: Roughly bound by Sheridan Drive, Ord and Weitzel Drive, Humphrey's Drive and Lee Avenue in Arlington National Cemetery, Arlington, VA

Designation: VLR, NRHP

The Arlington House Historic District is significant for its association with George Washington Parke Custis (step-grandson of George Washington) and General Robert Edward Lee (military leader and important figure in the American Civil War); its architecture and landscape design; its reflection of the ethnic heritage of enslaved African Americans and household slaves who worked and lived on site; its association with Arlington National Cemetery; as one of the Federal government's first attempts at historic preservation (1925 legislation, 1928-1935 restoration); and its archaeology. There are several views and vistas that contribute to the significance of the historic district, including views from the house eastward. Arlington House Historic District is located within the boundaries of the Arlington National Cemetery Historic District. It

Figure 3-26 | Arlington House (National Park Service)



is not administered by Arlington Cemetery but rather separately by the National Park Service.

25. Arlington National Cemetery Historic District

Location: One Memorial Avenue, Arlington, VA

Designation: NRHP

Arlington National Cemetery Historic District is significant as the country's most sacred national cemetery. Created from the former estate of Mary Anna Custis Lee (wife of Civil War Confederate General Robert E. Lee) and purchased by the Federal Government in 1864, the site includes several significant contributing architectural features, including Arlington House, the Tomb of the Unknown Soldier, the Arlington Memorial Amphitheater, and numerous additional memorials. The current Long Bridge is visible from Arlington House, the Tomb of the Unknown Soldier, and their immediately surrounding landscapes.

Figure 3-27 | Arlington National Cemetery (Arlington Cemetery)



26. St. Elizabeths Hospital Historic District

Location: 2700 Martin Luther King Jr., Avenue SE, Washington, DC

Designation: DC, NRHP, NHL

St. Elizabeths Hospital Historic District is one of the nation's earliest institutions for the treatment of mental illness. Established through the efforts of Dorothea Dix, the leading mental health reformer of the 19th century, the hospital was chartered by Congress in 1852 as the Government Hospital for the Insane, with the

mission to provide humane care for patients from the Army, Navy, and District of Columbia. The historic district features a significant collection of late-19th and early 20th-century architecture, including the Center Building (1853-1855), an early example of the linear plan for mental hospital wards developed by reformer Thomas Kirkbride.

Figure 3-28 | St. Elizabeths West Campus



27. Netherland Carillon (within Arlington Ridge Park)

Location: Within Arlington Ridge Park at the northwest corner of N Meade Street and Marshall Drive in Arlington, VA

Designation: Contributing resource within Arlington Ridge Park (NRHP, VLR)

The Netherlands Carillon is located at the south end of Arlington Ridge Park. The Netherlands Carillon, designed by Dutch architect Joost W.C. Boks, is a Modernist steel framework with a memorial carillon. The carillon was presented as a gift to the United States by the Netherlands in thanks for the aid provided by the United States during and after World War II. The carillon is set within a picturesque landscape designed by National Park Service landscape architects in the early 1960s. The Netherlands Carillon appears to be potentially individually eligible per NPS documentation.

Figure 3-29 | The Netherlands Carillon (National Park Service)



28. Old Post Office

Location: 1100 Pennsylvania Avenue, NW

Designation: DC, NHRP (located within Federal Triangle (DC, DOE) and Pennsylvania Avenue National Historic Site (NHS, NR, DC)

The Old Post Office and Clock Tower (1891 – 1899) was designed by the Office of the Supervising Architect of the Treasury under Willoughby J. Edbrooke to house both the Post Office Department as well as the City Post Office. The first Federal Office building to be constructed in the area later known as Federal Triangle, it is one of the few Romanesque Revival style buildings of monumental scale to be constructed in Washington. At the time of its completion, its 315-foot clock tower was the third highest building in the District, after the Washington Monument and the Capitol.

Figure 3-30 | The Old Post Office (National Park Service)



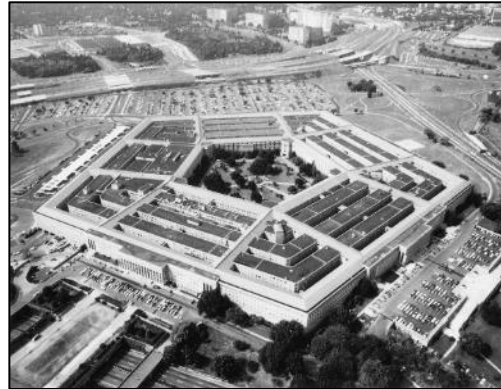
29. The Pentagon

Location: U.S. 1, Va. 110, and Interstate 395

Designation: VLR, NRHP, NHL

The Pentagon (1941 – 1943) was primarily designed by architects George Edwin Bergstrom and David J. Witmer. The Pentagon is significant as a NHL for its association with “events that have made a significant contribution to the geopolitical role of the United States as a world power” from World War II to the present, and for its association with the lives of nationally significant individuals from 1941 to today. Although the building’s architecture did not qualify the building as an NHL, the building is considered architecturally important as it embodies the Stripped Classical style of architecture popular during the period, and as the largest and one of the last of Washington’s monumental buildings designed in accordance with the McMillan Commission’s 1902 plan for the City of Washington.

Figure 3-31 | The Pentagon (VDHR)



3.2. Eligible Historic Properties

The following properties have been determined eligible or recommended as eligible for listing in the National Register of Historic Places.

Table 3-2 | List of historic properties that have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by a SHPO.

#	Name	Location	Designation
1.	Bureau of Engraving and Printing Annex	300 14th Street SW, Washington, DC	DOE
2.	Federal Office Building 10A (Orville Wright Building)	800 Independence Ave SW, Washington, DC	DOE
3.	Benjamin Banneker Park/Overlook; Tenth Street Overlook	Terminus of 10th Street SW, Washington, DC	DOE
4.	Richmond, Fredericksburg and Potomac Railroad Historic District	Along CSX right-of-way in VA from Arlington County to the City of Richmond	DOE
5.	Washington Marina Building	1300 Maine Avenue SW	DOE
6.	L'Enfant Promenade	Section of 10th Street SW between Independence Avenue and Banneker Park	DOE
7.	Lady Bird Johnson Park	George Washington Memorial Parkway	DOE
8.	John F. Kennedy Center for the Performing Arts*	2700 F Street NW, Washington, DC	DOE
9.	Liberty Loan Federal Building	401 14th Street SW, Washington, DC	DOE

** These properties are designated as viewshed locations outside of the contiguous APE boundaries.*

1. Bureau of Engraving and Printing (BEP) Annex

Location: 300 14th Street SW, Washington, DC

Designation: DOE

The BEP Annex was constructed between 1936-1938 for the BEP under the auspices of the Office of the Supervising Architect, Louis A. Simon, Supervising Architect, and Neal A. Melick, Supervising Engineer. The BEP Annex is significant for its association with the operation and growth of the BEP during the twentieth century, and as a distinctive example of a Stripped Classic style Federal building constructed in the 1930s.

Figure 3-32 | BEP Annex



2. FOB 10A; Orville Wright Building

Location: 800 Independence Avenue SW, Washington, DC

Designation: DOE

FOB 10A was originally constructed between 1961 and 1963 for GSA, and was one of the earliest to be constructed as part of the urban renewal program for southwest Washington, DC. The International style building was designed by the architectural firms of Holabird & Root & Burgee, and Carroll, Grisdale & Van Alen.

Figure 3-33 | FOB 10A (GSA)



3. Benjamin Banneker Park/Overlook; Tenth Street Overlook

Location: Terminus of 10th Street SW, Washington, DC

Designation: DOE

Landscape completed in 1969 and designed by landscape architect Dan Kiley, is a 200-foot wide elliptical concrete plaza with a large, central, conical, fountain of green granite. Designed and constructed as part of the National Capital Planning Commission's (NCPC) 1956 Urban Renewal Plan: Southwest Urban Renewal Project C.

Figure 3-34 | Banneker Park



4. Richmond, Fredericksburg and Potomac Railroad Historic District

Location: Along CSX right-of-way in eastern Virginia from the Potomac River in Arlington County to the South Broad Street Station in the City of Richmond, VA

Designation: DOE (recommended as eligible by VDHR staff)

The Richmond, Fredericksburg, and Potomac Railroad was a railroad connecting Richmond, Virginia, to Washington, DC. The railroad corridor conveys its association with transportation from ca. 1837 through 1943, when the demand for railroad transportation began to wane. In 2017, VDHR staff recommended the railroad corridor potentially eligible as an historic district.

Figure 3-35 | Richmond, Fredericksburg and Potomac Railroad (Richmond, Fredericksburg & Potomac Railroad Historical Society, Inc.)



5. Washington Marina Building

Location: 1300 Maine Avenue SW, Washington, DC

Designation: DOE

Completed in 1938, the Washington Marina Building was an element of a larger Works Progress Administration (WPA) project to improve the Washington Channel. The project was completed by the WPA and the U.S. Army Corps of Engineers. The building is significant for its association with the WPA and improvement of the District's waterfront.

Figure 3-36 | Washington Marina Building



6. L'Enfant Promenade

Location: Section Tenth Street SW between Independence Avenue and Banneker Park

Designation: DOE

The promenade, originally known as the Tenth Street Mall, was a key element of I.M Pei and Harry Weese's plan for Southwest Redevelopment Area. The promenade is significant for its association with the creation and implementation of the NCPC's 1950 *Comprehensive Plan for the District of Columbia*.

Figure 3-37 | L'Enfant Promenade



7. Lady Bird Johnson Park

Location: In the George Washington Memorial Parkway along the Potomac River, directly across the river from West Potomac Park

Designation: DOE

The park is comprised of a man-made island, originally known as Columbia Island, that was constructed between 1915 and 1930. The park was constructed in connection with the Arlington Memorial Bridge's construction. In the 1960s and 1970s, the island was improved as part of the Johnson Administration's beautification program, and by a tree planting plan

Figure 3-38 | Lady Bird Johnson Park (Cultural Landscape Foundation)



designed by the landscape architect Edward Durrell Stone, Jr.

8. John F. Kennedy Center for the Performing Arts

Location: 2700 F Street NW, Washington, DC

Designation: DOE

The Modernist style building was designed by the American architect Edward Durrell Stone and was constructed between 1964 and 1971. The Kennedy Center has been determined historically significant as an important work by Stone, and as the only memorial to President Kennedy in the vicinity of Washington, DC.

Figure 3-39 | Kennedy Center

(Wikimedia Commons)



9. Liberty Loan Federal Building

Location: 401 14th Street SW, Washington, DC

Designation: DOE

The building was originally constructed as one of many temporary office buildings to support wartime bureaucratic expansion and housed the Liberty Loans bond program during World War I. It is the only surviving “tempo” building. The building has housed several Treasury organizations and Federal agencies. Today, the building is used by the U.S. Department of the Treasury’s Bureau of the Fiscal Service.¹² DCSHPO and the General Services Administration (GSA) consider the building eligible for NRHP listing and GSA is currently preparing a formal DOE.

Figure 3-40 | Liberty Loan Federal

Building (Google Maps)



¹² “Liberty Loan Federal Building,” GSA, accessed October 18, 2017, <https://www.gsa.gov/real-estate/gsa-properties/visiting-public-buildings/liberty-loan-federal-building>.

3.3. Properties at or Greater than Forty-Five Years of Age

The following properties were constructed prior to 1972. Preliminary determinations have been made regarding each property's potential eligibility for listing in the NRHP.

Table 3-3 | List of historic properties that have been determined eligible for listing in the NRHP by a Federal agency or recommended as eligible by a SHPO.

#	Name	Location	Date(s)	Preliminary Determination of Eligibility
1.	425 12th Street SW	425 12 th Street SW, Washington, DC	1959	Likely not eligible.
2.	Astral Building (North Building, L'Enfant Plaza)	955 L'Enfant Plaza, SW Washington, DC	1968	Potentially eligible.
3.	Comsat Building (South Building, L'Enfant Plaza)	950 L'Enfant Plaza, SW Washington, DC	1965	Potentially eligible.
4.	Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)	470-490 L'Enfant Plaza SW, Washington, DC	1971 to 1973	Potentially eligible.
5.	USPS Building (West Building, L'Enfant Plaza)	475 L'Enfant Plaza, SW Washington, DC	1969 to 1971	Potentially eligible.
6.	398 Long Bridge Drive	398 Long Bridge Drive, Arlington, VA	1957	Likely not eligible.

1. 425 12th Street, SW

Location: 425 12th Street SW, Washington, DC

Date of Construction: 1959

A one-story brick substation surrounded by a solid brick fence owned by PEPCO. Although the nondescript utilitarian building appears to maintain its integrity, based on cursory research it does not appear to meet the National Register criteria for evaluation. As such, the property is likely not eligible for listing in the NRHP.

Figure 3-41 | 425 12th Street, SW
(Google Maps)



2. Astral Building (North Building, L'Enfant Plaza)

Location: 955 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1968

Designed by Araldo A. Cossutta, a partner with the architectural firm of I.M. Pei and Partners. Completed as part of Phase I of L'Enfant Plaza. The building is part of the larger L'Enfant Plaza complex, which includes the Comsat Building (South Building) (1965), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), USPS Building (West Building) (1969 to 1971) and the plaza.¹³ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-42 | Astral Building (Google Maps)



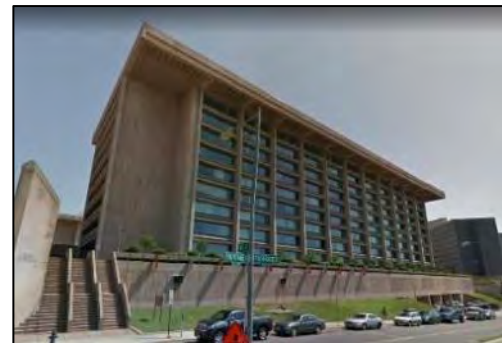
3. Comsat Building (South Building, L'Enfant Plaza)

Location: 950 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1965

Designed by Araldo A. Cossutta, a partner with the architectural firm of I.M. Pei and Partners. Completed as part of Phase I of L'Enfant Plaza. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), USPS Building (West Building) (1969 to 1971) and the plaza.¹⁴ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-43 | Comsat Building (Google Maps)



¹³ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 91.

¹⁴ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 91.

4. Loew's L'Enfant Plaza Hotel (East Building, L'Enfant Plaza)

Location: 470-490 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1971 to 1973

Part of the second phase of the L'Enfant Plaza construction. Construction of the building began in fiscal year 1971 and was completed in 1973. The building was designed by Vlasimil Koubek, a local architect. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Comsat Building (South Building) (1965), USPS Building (West Building) (1969 to 1971) and the plaza.¹⁵ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

Figure 3-44 | Loew's L'Enfant Plaza Hotel (Google Maps)



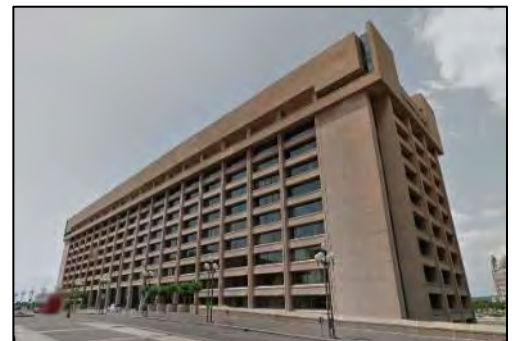
5. USPS Building (West Building, L'Enfant Plaza)

Location: 475 L'Enfant Plaza SW, Washington, DC

Date of Construction: 1969 to 1971

Part of the second phase of the L'Enfant Plaza construction, the building was separated from the plaza by the L'Enfant Promenade. Construction of the building began in 1969 and the building was completed in 1971. The building was purchased by the U.S. Postal service in 1972. The building was designed by Vlasimil Koubek, a local architect. The building is part of the larger L'Enfant Plaza complex, which includes the Astral Building (North Building) (1968), Comsat Building (South Building) (1965), Loew's L'Enfant Plaza Hotel (East Building) (1971 to 1973), and the plaza.¹⁶ L'Enfant Plaza was a major feature of the urban renewal of the southwest quadrant of Washington, DC, that took place during the mid-20th

Figure 3-45 | USPS Building (Google Maps)



¹⁵ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 92.

¹⁶ Francesca Russello Ammon, *Historic American Buildings Survey, Southwest Washington Urban Renewal Area, HABS DC-856* (2004), 92.

century, and is an interesting example of the Brutalist style in Washington, DC. The building appears to maintain sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey its significance. As such, the property is potentially eligible for listing in the NRHP.

6. 398 Long Bridge Drive

Location: 398 Long Bridge Drive, Arlington, VA

Date of Construction: 1957

A brick-clad commercial building. The building is composed of a two-story entrance block, and large, one-story warehouse space. The building's façade appears to have undergone several alterations, including changes to the fenestration, window replacement, main entrance alteration, and the addition of first floor awnings. The building appears to lack historic significance and integrity and is likely not eligible for listing in the NRHP.

Figure 3-46 | 398 Long Bridge Drive
(Google Maps)



APPENDIX F: ACHP LETTER

DRAFT



Preserving America's Heritage

December 21, 2018

Ms. Amanda Murphy
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Ref: *Proposed Long Bridge Project*
Arlington, Virginia and Washington, District of Columbia
ACHPConnect Log Number:13480

Dear Ms. Murphy:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Virginia and Washington, DC State Historic Preservation Officer's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

APPENDIX G: NATIVE AMERICAN TRIBE INITIATION LETTERS

DRAFT



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Dr. Wenonah G. Haire
Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

Dear Dr. Haire:

The Federal Railroad Administration (FRA) is the lead federal agency responsible for conducting consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR § 800 (Section 106) for the Long Bridge Project (the Project). The Project consists of potential improvements to the Long Bridge and related railroad infrastructure between the District of Columbia and Arlington, Virginia. The purpose of this letter is to provide background information on the Project and invite your organization or agency participate in the Section 106 process as a consulting party.

Long Bridge Project Background

The existing Long Bridge was constructed in 1904, and is owned and maintained by CSX Transportation (CSXT). Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and Virginia Railway Express (VRE) commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them currently.

The purpose of the Project is to provide additional long-term rail capacity to improve the reliability of rail service through the Long Bridge corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national railroad network. Additional information is available on the Long Bridge Project website: www.longbridgeproject.com.

Long Bridge Project Section 106, EIS, and Consulting Party Role

FRA provided grant funding to the District Department of Transportation (DDOT) for preliminary engineering and environmental review for the Project. Currently, there is no funding for construction of the Project, but Section 106 consultation is being conducted because FRA may provide construction funding in the future.

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Next Steps

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If you wish to participate as a consulting party, please complete the attached form and return it to FRA by April 28, 2017. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps. If you are not the appropriate point of contact for your organization, please feel free to forward this communication.

FRA and DDOT appreciate your interest in the Long Bridge Project. If you have any questions about the Project or the Section 106 process, please contact Amanda Murphy, FRA Environmental Protection Specialist, at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Attachments:

Consulting Party Invitation Response Form
Cultural Resources Preliminary Data Collection

cc: Amanda Murphy, FRA
Anna Chamberlain, DDOT
David Maloney, DC SHPO
Andrew Lewis, DC SHPO
Julie Langan, VDHR
Ethel Eaton, VDHR

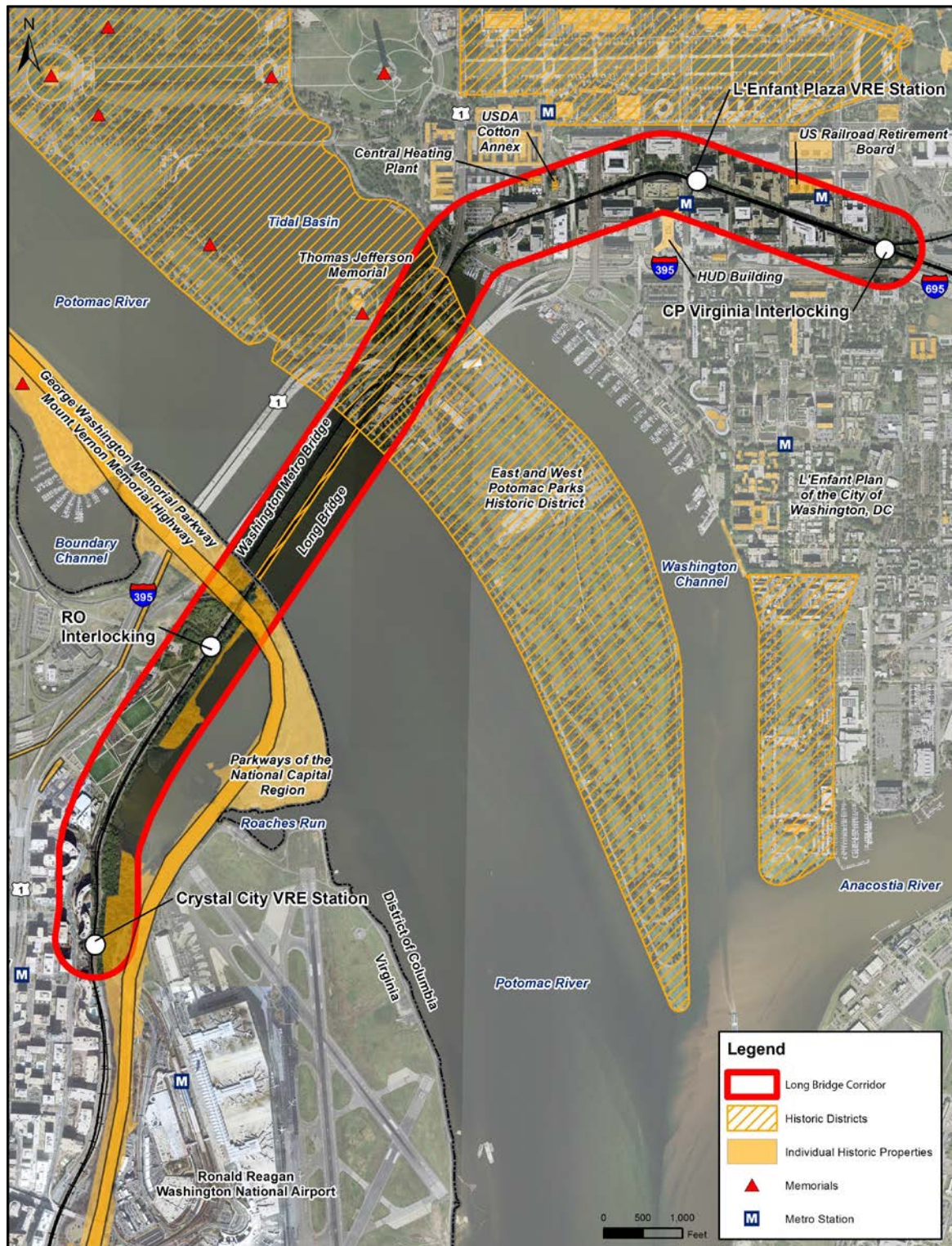
I would like to participate as a Section 106 consulting party for the Long Bridge Project:

Contact Name (Print)	Organization/Agency	
Address	State	Zip Code
Phone Number	Email Address	
Signature	Date	

Please return a response by **April 28, 2017** to:

Email: amanda.murphy2@dot.gov

| Preliminary Identification - Historic properties within and near the Long Bridge Corridor



Preliminary Identification - Historic properties within and near the Long Bridge Corridor

Name	Owner	Location	Historic Significance	NRHP ID	State ID
Parkways of the National Capital Region	NPS	Washington Region Multi-Property Submission	Multi-property submission for scenic parkways of the Washington, DC region including George Washington Memorial Parkway and Mount Vernon Memorial Highway.	NRHP# 64500086	DHR# 029-5524
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East and West Potomac Parks Historic District	NPS-NAMA	Washington, DC	Historic district comprising 730 acres of park land along the Potomac River. Standing memorials in the parks include the Lincoln and Jefferson Memorial. The Long Bridge (aka, the Potomac River Swing Bridge) was also identified as a contributing element to the historic district.	NRHP# 73000217	ID#D_028
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US Railroad Retirement Board (Mary Switzer Building)	GSA	330 C Street SW, Washington, DC	Built during the Federal office construction program of the 1920s and 1930s for the Railroad Retirement Board (established 1934), and associated with the establishment of a nationwide pension program; illustrates sustained implementation of the McMillan Plan.	NRHP# 07000638	ID#L_0706
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Mr. Brice Obermeyer
Director, Delaware Tribe Historic Preservation Office
Delaware Tribe of Indians
1200 Commercial Street
Roosevelt Hall, Room 212
Emporia, KS 66801

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

Dear Mr. Obermeyer:

The Federal Railroad Administration (FRA) is the lead federal agency responsible for conducting consultation in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR § 800 (Section 106) for the Long Bridge Project (the Project). The Project consists of potential improvements to the Long Bridge and related railroad infrastructure between the District of Columbia and Arlington, Virginia. The purpose of this letter is to provide background information on the Project and invite your organization or agency participate in the Section 106 process as a consulting party.

Long Bridge Project Background

The existing Long Bridge was constructed in 1904, and is owned and maintained by CSX Transportation (CSXT). Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and Virginia Railway Express (VRE) commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them currently.

The purpose of the Project is to provide additional long-term rail capacity to improve the reliability of rail service through the Long Bridge corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national railroad network. Additional information is available on the Long Bridge Project website: www.longbridgeproject.com.

Long Bridge Project Section 106, EIS, and Consulting Party Role

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The purpose of the Section 106 consultation process is to identify historic properties that could be affected by the proposed Project; assess adverse effects on those properties; and develop ways to resolve those effects through appropriate avoidance, minimization, and/or mitigation measures. By way of this letter, FRA is inviting your agency or organization to participate as a consulting party in the Section 106 process pursuant to 36 CFR § 800.3(f). If you would like more information regarding the role of a Section 106 consulting party, FRA encourages you to review the Advisory Council on Historic Preservation's *Citizen's Guide to Section 106 Review*: <http://www.achp.gov/docs/CitizenGuide.pdf>.

FRA is coordinating Section 106 consultation with the National Environmental Policy Act (NEPA) process. To comply with NEPA, FRA and DDOT are preparing an Environmental Impact Statement (EIS) to analyze potential impacts associated with the range of alternatives under consideration. FRA published a Notice of Intent (NOI) to prepare the EIS in the Federal Register on August 26, 2016. Following the NOI publication, a 45-day public scoping period commenced. In conjunction with the scoping period, FRA initiated the Section 106 process with the District of Columbia State Historic Preservation Officer (DC SHPO) and Virginia Department of Historic Resources (VDHR). Interagency and public scoping meetings were held on September 14, 2016.

Historic Properties

The Long Bridge is a contributing resource to the East and West Potomac Parks Historic District. FRA and DDOT conducted a preliminary identification of historic properties within or adjacent to the Long Bridge corridor, which extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street SW in Washington, DC. Please see the attachment to review the historic properties that have been identified to date.

Next Steps

FRA and DDOT invite you to attend the first Section 106 consulting parties meeting for the Long Bridge Project scheduled for **Tuesday, April 25, 2017 at the DDOT Office, 55 M Street, SE, Washington, DC or via teleconference from 1:00 – 3:00 PM EST** (conference line information will be provided in a separate communication). We would appreciate your participation in this meeting to provide feedback that will help guide the identification of historic properties.

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FRA and DDOT appreciate your interest in the Long Bridge Project. If you have any questions about the Project or the Section 106 process, please contact Amanda Murphy, FRA Environmental Protection Specialist, at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
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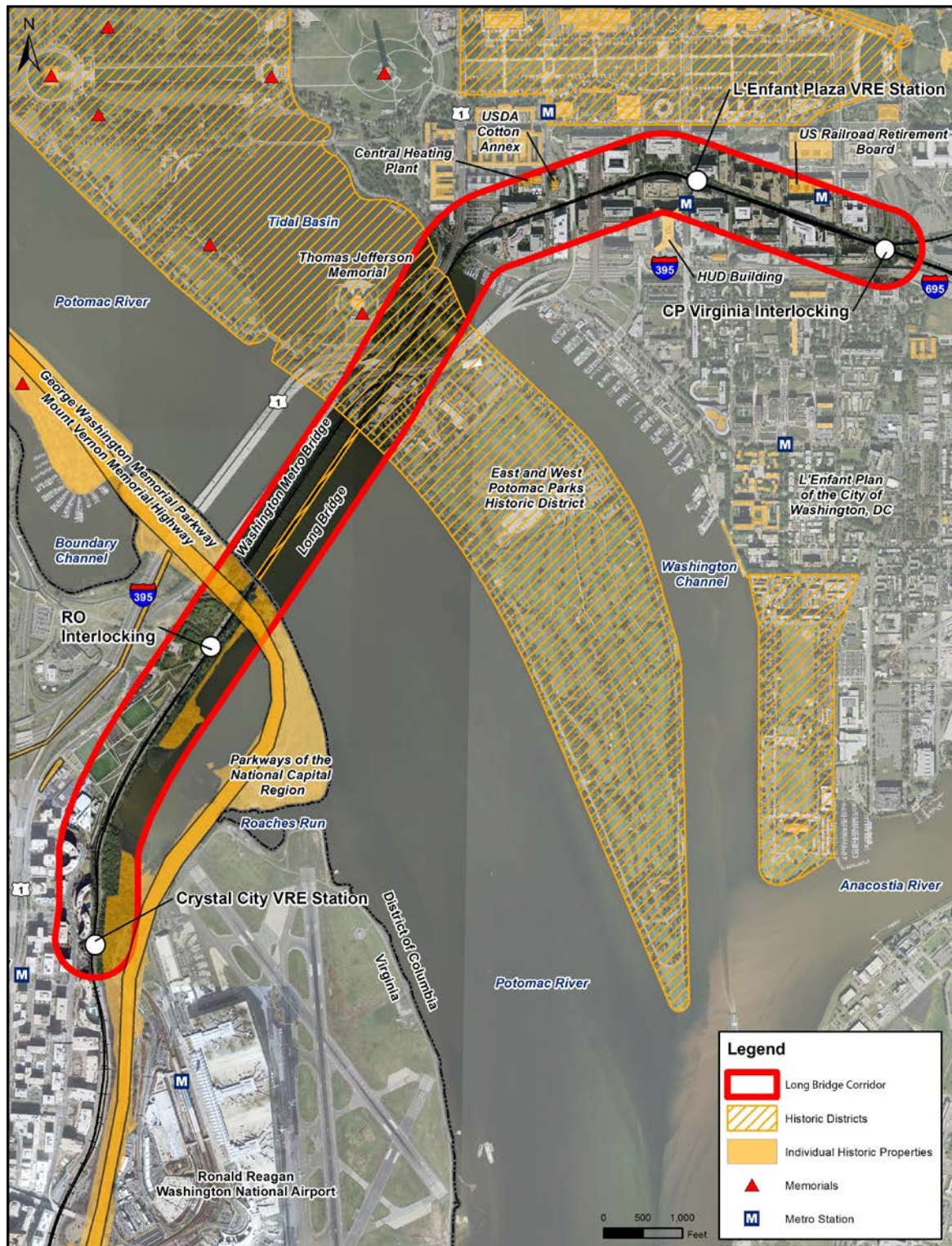
I would like to participate as a Section 106 consulting party for the Long Bridge Project:

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Address	State	Zip Code
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Please return a response by **April 28, 2017** to:

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Preliminary Identification - Historic properties within and near the Long Bridge Corridor

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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2017

Mr. Jason Ross
Section 106 Manager
Delaware Nation
P.O. Box 825
Anadarko, OH 73005

**Re: National Historic Preservation Act Section 106 Consulting Party Invitation
Long Bridge Project – Washington, DC and Arlington County, Virginia**

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Laura Shick
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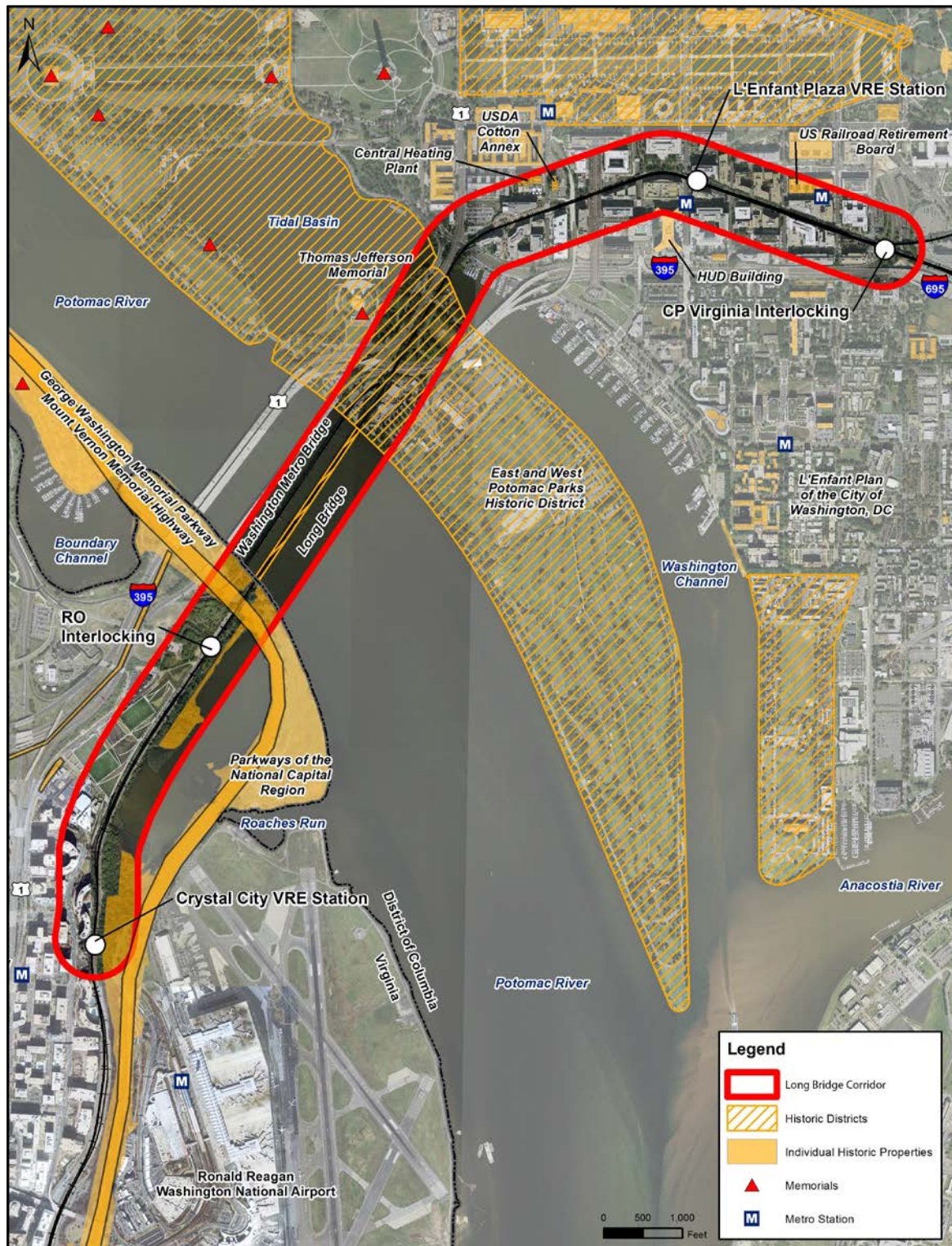
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Preliminary Identification - Historic properties within and near the Long Bridge Corridor

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APPENDIX H: SUMMARIES OF CONSULTING PARTY MEETINGS

DRAFT



SECTION 106 CONSULTING PARTY MEETING #1

Date: Tuesday, April 25, 2017

Time: 1:00 PM to 3:00 PM

Place: DDOT HQ - 55 M St SE, Washington, DC and via teleconference

FINAL 5/15/2017

Attendance:

NAME	ORGANIZATION	PHONE	EMAIL
Anna Chamberlin	DDOT	202.671.2218	anna.chamberlin@dc.gov
Kate Youngbluth	DDOT	202.645.8625	katherine.youngbluth@dc.gov
Steve Plano	DDOT	202.671.2274	Stephen.plano@dc.gov
Jonathan Rogers	DDOT	202-671-3022	jonathan.rogers.2@dc.gov
Amanda Murphy	FRA	202.493.0624	amanda.murphy2@dot.gov
Bradley Decker	BAH	202.346.9299	decker_bradley@bah.com
Paz Aviles (via phone)	BAH	301.219.5006	aviles_maria@bah.com
Frances Burg	FRA	202.493.0558	frances.burg@dot.gov
Paul Moyer	VHB	571-389-8140	pmoyer@vhb.com
Lee Farmer	VHB	571-389-8162	lfarmer@vhb.com
Tom Hickey	VRE	703-980-2930	thickey@vre.org
Oscar Gonzalez	VRE	703-838-9325	ogonzalez@vre.org
Bill Marzella	EHT Traceries	202-393-1199	bill.marzella@traceries.com
Laura Hughes	EHT Traceries	202-393-1199	Laura.hughes@traceries.com
Dave Salmon	Crystal City Civic Association (CCCA)	703-416-6750	dave.salmon@rmxtalk.com
Carol Fuller	CCCA	703-477-5954	cfuller603@aol.com
Amrita Hill	Amtrak	202-906-2481	hilla@amtrak.com
Johnette Davies	Amtrak	215-349-1354	johnette.davies@amtrak.com
Jeremy Peterson	APKS	202-942-5029	jeremy.peterson@apks.com
Randy Marcus	CSX	804-916-1532	randy_marcus@csx.com
Mike Commisso	NPS	202-245-4693	michael_commisso@nps.gov
Bradley Krueger	NPS-GWMP	703-289-2509	bradley_krueger@nps.gov
Jamie Herr	AOC	202-226-3414	jherr@aoc.gov
Tambo Prince	AOC	202-438-5595	tprince@aoc.gov
FJ Lindstrom	CFA	202-504-2200	flindstrom@cfa.gov
Lee Webb	NCPC	202-742-4280	lee.webb@ncpc.org
Andrew Lewis	DCSHPO	202-442-8841	andrew.lewis@dc.gov
Dan Koenig	FTA	202-219-3528	daniel.koenig@dot.gov
Ethel Eaton (via phone)	VDHR	804- 367-2323	ethel.eaton@dhr.virginia.gov
Lexie Albe (via phone)	Southwest BID	202-618-3515	lalbe@swbid.org

- Anna Chamberlain (DDOT) opened meeting and invited attendees, including those calling in remotely, to introduce themselves.
- DDOT reviewed the meeting agenda; provided an overview of the Long Bridge existing conditions and capacity; the Long Bridge Project scope; the phased approach to alternatives development and environmental documentation; the extent of the Long Bridge Corridor; the Purpose and Need Statement; and Preliminary Concepts.
 - Various attendees asked for additional information/clarification regarding the number of bridges and other contributing structures along the Long Bridge corridors (in addition to the Long Bridge itself), and if any had been determined as historic.
 - RESPONSE: In addition to the Long Bridge itself, there are 6 component bridges (including the Long Bridge) within the Long Bridge Corridor. The Long Bridge is a contributing resource to the East and West Potomac Parks Historic District. Otherwise, none of the component bridges are listed in the NRHP.
 - DCSHPO asked if these would include the bridges and overpasses that follow the Virginia Avenue corridor.
 - RESPONSE: As a component of this phase of the project, infrastructure will be studied in greater detail.
 - Amtrak noted that it would be helpful to illustrate other ongoing studies in the vicinity of the corridor, such as the Crystal City VRE station and L'Enfant Plaza.
 - RESPONSE: An illustration of these studies will be provided to Consulting Parties.
 - DC SHPO asked if the Amtrak bridge over South Capitol Street would be affected.
 - RESPONSE: It is unlikely that the bridge over South Capitol Street would be affected.
 - FTA asked for additional information regarding the development of the Study Area.
 - RESPONSE: DDOT confirmed that the study area has not changed since NEPA was initiated. In Phase I, the study area reached Alexandria, but was adjusted to avoid overlapping with DC2RVA Project.
- DDOT presented the Preliminary Concepts. They noted that they were not associated with infrastructure at this point. Concepts 9 and 10—which consider a new corridor location—were added in response to fall 2016 scoping comments.
 - DCSHPO asked if a geographic area was defined for a potential new corridor.
 - RESPONSE: It has not.
- Amanda Murphy (FRA) presented an overview of the Section 106 consultation process, including the preliminary identification of historic properties, historic photographs of the Long Bridge, an outline of future efforts to continue the identification of historic properties, the roles of the consulting parties; and coordination of Section 106 and NEPA efforts; information on upcoming NEPA Interagency and public meetings on May 16, 2017.
 - Some attendees noted that not all historic properties had been identified
 - RESPONSE: The identification of historic properties would continue throughout the Section 106 process, and FRA welcomes additional comments. Please provide any information you have regarding additional designated or potential historic properties.

- FRA provided information for the upcoming Interagency and Section 106/NEPA Public Meetings.
 - FRA provided information for consulting parties to submit comments, requested by May 9, 2017.
 - FRA noted that the address listed could be used for formal correspondence, but preferred letters be sent by email.
- DCSHPO noted that, per the Section 106 implementing regulations, the Area of Potential Effects (APE) should be delineated before historic properties are identified.
- DCSHPO also stated that as the Long Bridge is highly visible, FRA should draft the APE to be as large as possible to consider views.
- DCSHPO asked if FRA has specific guidelines for the identification of historic properties in the APE.
 - RESPONSE: There is no FRA guidance; however, they intend to create both a direct and indirect APE.
 - DCSHPO stated that, although no engineering was associated with the alternatives at this point, APE development should assume a worst-case scenario (i.e., a taller replacement bridge structure)
 - Attendees encouraged FRA to develop one APE that addresses all alternatives, to expedite the review process
- CFA encouraged FRA to add the FAA, MWAA, and Pentagon (DOD) to the consulting parties list.
 - RESPONSE: FAA and MWAA are participating agencies for the EIS. FRA will invite DOD to be a participating agency. FRA has determined that these agencies' potential concerns/issues are more suited to be addressed during the NEPA process, rather than as a consulting party under Section 106.
- NPS NAMA asked which Tribal Historic Preservation Offices were consulted thus far.
 - RESPONSE: The Pamunkey Tribe declined to participate in consultation unless an inadvertent archaeological discovery was made. FRA added that other Tribes, identified by VDHR, were invited to participate as consulting parties.
- The Crystal City Civic Association queried if FRA and DDOT consulted with the State of Maryland to consider the ongoing project to replace the US-301 bridge and how that project may offer an alternative corridor.
 - RESPONSE: We have not.
 - CFA added that it might be desirable to avoid hazardous materials entering the District.
- FTA questioned the project's potential to create an adverse effect.
 - RESPONSE: One potential adverse effect could be due to the potential replacement of the Long Bridge itself, which is a contributing element to the East and West Potomac Parks Historic District.
- NPS NAMA encouraged the consideration of potential indirect adverse effects to the National Mall and Plan of the City of Washington historic districts.
 - RESPONSE: Comment noted; this will be considered.

CONSULTING PARTIES MEETING #2 MEETING NOTES

Date: Wednesday, November 15, 2017
 Time: 12:30 PM to 2:00 PM
 Place: Phone call and in-person (DCOP Office)

FINAL 01/08/2018

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Crystal City Civic Association		
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A. Purpose and Need

- Anna Chamberlin (DDOT) reviewed the Purpose and Need for the project, which is to provide additional capacity, network connectivity, and resiliency and redundancy within the Long Bridge Corridor.

B. Project Overview and Schedule

- DDOT provided an overview of the Long Bridge. The bridge is a two-track steel truss railroad bridge constructed in 1904. It is a contributing element to the East and West Potomac Parks Historic District. It is currently owned by CSXT and on average services 76 freight, intercity passenger, and commuter rail trains per day.
- DDOT described the updated Project Area Limits to the Consulting Parties.

- Concept refinement to date has established that any physical changes to existing infrastructure would not extend beyond the RO and LE interlockings.
- The official northern terminus of the DC to Richmond Southeast High-Speed Rail (DC2RVA) project as stated in the Tier II Draft EIS is Control Point Rosslyn (RO) at milepost CFP 110 in Arlington, Virginia. The RO Interlocking provides a transition point between these separate and independent projects and is therefore the appropriate place to set the limits of the Long Bridge Project.
- The planned Virginia Railway Express (VRE) L'Enfant Station and storage track project includes the eventual conversion of the existing storage tracks into a full fourth track between LE and Virginia Interlockings. The LE Interlocking provides a transition point between the separate and independent Long Bridge and VRE projects and is therefore the appropriate place to set the limits of the Long Bridge Project.
- All the projects discussed have independent utility.
- These other projects, DC2RVA and VRE projects, will be included in the Long Bridge EIS in the No Action and Cumulative Effects Chapters. All the projects will be subject to Section 106 and therefore the entire corridor will still be examined.
- DC SHPO asked whether all projects in the corridor have an FRA action. Amanda Murphy (FRA) responded that the VRE L'Enfant Station project would likely be led by FTA once it is federally assisted or funded. FRA is the lead on the DC2RVA project, and has been coordinating with VDHR. DC SHPO has not been involved with DC2RVA because the project is located entirely in Virginia.
- The Crystal City Civic Association later asked if those separate undertakings removed from the Long Bridge Project area would be addressed in a separate Section 106 consultation process. FRA confirmed that it would, but by different federal agencies in accordance with Section 106 regulations.
- DDOT reviewed the Section 106 and NEPA schedules
 - Methodology report has been sent out to the Cooperating and Participating Agencies; comments are due December 4, 2017.

C. Level 1 Concept Screening Results

- Amanda Murphy (FRA) reviewed the Level 1 Concept Screening process and results that were presented to the public and agencies in May 2017. The Level 1 Concepts were screened against the Purpose and Need.
 - DC SHPO asked why the new corridor concept was eliminated. FRA responded that the concept did not meet the project need for connectivity.
 - DC SHPO asked whether specific new corridors were considered as a part of the new corridor concept. FRA responded that while the project team is aware of the previous work related to alternate railroad corridors, the concepts reviewed as part of the Level 1 Screening did not include specific alignments.
- FRA informed participants that the Level 2 Screening process is currently underway. This process will identify alternatives to be considered in the DEIS. Once the screening is finalized, the alternatives will be presented at the next public meeting planned for December or January.
- Additional clarification was requested regarding the bike and pedestrian bridge alternatives. FRA clarified that this structure could be implemented independently of the rail bridge.

D. Draft Area of Potential Effect (APE)

- FRA described the Draft APE and the process used to develop the boundary of the APE.
 - APE boundary (delineated as a red dotted line on the map) is generous and takes into consideration seasonal tree coverage and long-distance views from high points.
 - APE considers both direct and indirect impacts.
 - Visibility of the Long Bridge determined the formation of the outer boundary of the APE.
- The APE was developed based on the concepts retained after the Level 1 Concept Screening. The Limits of Disturbance (shaded gray on the map) encompass the largest predicted limit of disturbance based on a 5-track bridge including a pedestrian and bike bridge (including the associated approach ramps) and track work that would occur in the corridor.
- Bill Marzella (Tracerics) presented the field survey photographs and findings for sample areas throughout the APE. Tracerics noted the following:
 - The presentation is not inclusive of all survey work completed.
 - Field survey was conducted from publicly accessible areas.
 - Viewsheds were based on the assumption that a new bridge would be equally or less visible than current Long Bridge structure.
- Tracerics noted that there are several overlapping Historic Districts within the APE. This includes: portions of the National Mall, Washington Monument Grounds, and East and West Potomac Parks; and Arlington House and Arlington National Cemetery.

Questions and Discussion

- Participant asked if the APE boundaries were changed for the various concepts. FRA responded that the APE boundaries are broad in order to encompass all concepts, and the footprints of the various bridge concepts are not widely varied as they all must connect to the railroad tracks on either side of the Long Bridge.
- VDHR expressed concern that the draft APE does not include Arlington House, while the Long Bridge can be viewed from there. FRA responded that areas within the primary Draft APE (indicated with a red, dashed line) are the areas from which the Long Bridge Corridor is most visible; however, the APE is discontinuous to include several locations from which the project area is visible at a specific point but not from the surroundings.
 - DC SHPO noted that they agree with this approach.
 - **ACTION:** FRA to invite Arlington Cemetery to be a consulting party to the Project.
- DC SHPO stated the Parties will need general massing and dimensions of the design concepts to assess effects.
- One unidentified attendee asked whether effects will be assessed on several alternatives. FRA responded that yes, effects will be assessed on all alternatives. The assessment of effects will factor into the preferred alternative selection.
- VDHR asked whether the project team intends to assess archaeological sites and when that work will be conducted. FRA responded that yes, it will be conducted.
 - **ACTION:** FRA to follow up with the Parties on schedule and approach of archaeological assessment.
- DC SHPO asked what informed the canted shape of the Limits of Disturbance. Tracerics replied that it reflected potential Long Bridge realignments in addition to a potential, separate bike and pedestrian bridge structure and approach ramps.
- DC SHPO asked about the scope of construction within the Long Bridge corridor aside from the Long Bridge. Would other bridges in the District be affected, including the pedestrian

- bridge over Maine Avenue? DDOT responded that limits of disturbance will generally be within the existing right-of-way, noting that historically there was an additional track that has since been removed. There is the potential for impact to bridges within the corridor, including the pedestrian bridge over Maine Avenue. Because the project limits end at LE Interlocking, there would be no impacts to bridges past 10 Street SW.
- NPS will follow up with official correspondence, but mentioned additional areas to survey (see below). NPS asked if consultation with tribes is underway. FRA responded that VDHR provided a list of tribes to consult (Delaware Nation, Delaware Tribe of Indians, Catawba Indian Nation, and Pamunkey Tribe). The Delaware Nation agreed to participate as a consulting party and the Delaware Tribe of Indians declined to participate. The Catawba Indian Nation and the Pamunkey Tribe were invited to participate but did not respond.
 - VDHR noted that Arlington House is located within Arlington National Cemetery, but that it is a separate property and is administered by the George Washington Memorial Parkway.
 - **ACTION:** On subsequent, revised APE maps, an asterisk will indicate the separate ownership of Arlington Cemetery and Arlington House.
 - VDHR stated that Arlington National Cemetery should be invited to act as a consulting party.
 - Additional suggested areas to survey include:
 - Air Force Memorial
 - East Plaza and high points at the Pentagon, including transit center
 - Inside the historic section of Ronald Reagan Washington National Airport
 - Old Post Office Tower
 - Arlington Ridge Park
 - Netherlands Carillon (NPS to coordinate access)

E. Identification of Historic Properties

1. Presentation

- Traceries described the historic properties identified within the draft APE including:
 - Properties and districts listed in the National Register of Historic Places;
 - Properties determined eligible;
 - National Historic Landmarks (NHL);
 - Properties in the DC Inventory of Historic Sites and the Virginia Landmarks Register;
 - Arlington County Local Historic Sites; and
 - Properties greater than 45 years of age that were not previously identified that may be eligible in the future.

2. Questions and Discussion

- VDHR stated Arlington House is a NHL
 - **ACTION:** Traceries to confirm NHL status of Arlington House with VDHR.
- It was asked whether the Pentagon is a Consulting Party. The Pentagon should be marked as a landmark if it is included in the APE. FRA responded that the Pentagon was invited to be a Consulting Party.
- DC SHPO requested that DDOT and FRA coordinate with DC SHPO on identification of buildings that are over 45 years old as DC SHPO is aware of buildings that fall into that category but have been deemed ineligible. DC SHPO noted that they did not consider the Roosevelt Bridge to be eligible.

- GSA stated that a determination of eligibility (DOE) on the Liberty Loan Federal Building is currently being finalized.
 - **ACTION:** GSA to provide additional information on Liberty Loan Federal Building DOE.
- Representatives from the Crystal City Civic Association asked about buildings 35 and 36 on the map, marked as structures over 45 years old. Traceries and FRA noted that these buildings have been extensively modified and are likely not eligible. General discussion followed regarding these buildings, noting that many of the buildings in this area do exceed fifty years of age, but have been retrofitted and no longer retain their original appearances.
- VDHR stated the Virginia properties over 45 years old but not previously identified should be surveyed and documented in the V-CRIS system to VDHR standards.
- DC SHPO asked if any properties within the Draft APE had been designated as NHLs. Traceries responded that only St. Elizabeths Hospital Historic District had been identified (in addition to possibly Arlington House, per discussion above). DC SHPO noted that FRA must meet the Section 106 regulations as they apply to NHLs.
- Bradley Krueger (NPS GWMP) provided several comments on the identification of historic properties, including: the Arlington Memorial Bridge and approaches have a separate historic designation from Arlington Cemetery; Mount Vernon Highway and Arlington Cemetery do not overlap; and several documented cultural landscapes in the APE, including Gravelly Point, Roaches Run, the Memorial Avenue Corridor, and Lady Bird Johnson Park.
 - Traceries responded that National Register, NPS, and V-CRIS often provide conflicting documentation on the designation and extent of historic properties. Traceries also noted that cultural landscape documentation would be critical in assessing effects.
 - FRA requested that NPS provide any documentation they may have on their historic properties, including GIS layers of boundaries, if available.
 - **ACTION:** NPS GWMP to provide documentation on historic properties and cultural landscapes in the APE.

F. **Next Steps**

- FRA and DDOT request comments on the Draft APE and identification of historic properties by December 6, 2017.
- FRA projected the following dates and topics for the next Consulting Parties meetings:
 - Spring 2018: Assess Adverse Effects
 - Summer 2018: Resolve Adverse Effects (if necessary)
- FRA/DDOT noted that the alternatives will likely be presented within a month or two, which will allow for the Assessment of Effects analysis to commence.

CONSULTING PARTIES MEETING #3

Date: Wednesday, May 30, 2018

Time: 1:00 PM to 2:30 PM

Place: 55 M St SE (DDOT Conference Room 531)

FINAL 06/19/18

Attendance:

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A. Introduction and Overview

- Kate Youngbluth (DDOT) opened the meeting and performed introductions.
- Amanda Murphy (FRA) provided an overview of the project.
 - The Long Bridge is a two-track steel truss railroad bridge constructed in 1904. It is a contributing element to the East and West Potomac Parks Historic District. It is currently owned by CSXT. CSXT, VRE and Amtrak currently operate on the bridge. Norfolk Southern has trackage rights.
 - On average 76 freight, intercity passenger, and commuter rail trains use the bridge per day.
 - Amanda noted that the bridge is the only railroad connection between Virginia and the District, with the next closest crossing in Harpers Ferry, WV.
 - The purpose of the Project is to provide additional capacity, network connectivity, and resiliency and redundancy within the Long Bridge Corridor.

B. Section 106 Process

- Amanda provided an overview of the Section 106 process, how it relates to the National Environmental Policy Act (NEPA) process, and consultation to date.
 - This meeting is the third Section 106 Consulting Parties meeting. DDOT and FRA have also held three public meetings to date that have served as Section 106 meetings.
 - At the previous Section 106 Consulting Parties meeting in November 2017, DDOT and FRA presented the Level 1 Concept Screening results, the Draft Area of Potential Effect (APE), and preliminary identification of historic properties.
 - DC SHPO and VDHR provided concurrence on the APE in March 2018.
 - Based on VDHR's suggestion at the last meeting, FRA reached out to Arlington National Cemetery and invited them to be a Consulting Party, but they declined.
- Bill Marzella (Tracerics) described the APE and identification of historic properties.
 - Bill noted that comments received from the Consulting Parties at the last meeting informed the final APE and list of historic properties.
 - DDOT and FRA conducted additional field survey in response to comments.
 - The field survey did not result in revisions to the APE, but DDOT and FRA did add several properties (viewsheds) outside the contiguous border:
 - Netherlands Carillon
 - Old Post Office Tower
 - Pentagon
 - Bill noted the limits of disturbance (LOD) within the APE and explained that this is there area within which DDOT and FRA would expect most of the direct effects to occur.
 - Lee Webb (NCPC) asked if there were any additional viewsheds had been added since the November meeting.

- Bill responded that DDOT and FRA surveyed five properties based on comments received from the Consulting Parties, but only the three mentioned above were added (Air Force Memorial and Ronald Reagan Washington National Airport were not added due to field survey results.)
- Phase 1A Archaeological Assessment
 - Bill noted that DDOT and FRA have initiated the Phase 1A Archaeological Assessment (Phase 1A) as suggested in November.
 - DDOT and FRA will present the initial findings to the Consulting Parties in Fall 2018 and will integrate the results into the Assessment of Effects Report and the cultural resources analysis in the Draft Environmental Impact Statement (DEIS).
 - Bill explained that the Phase 1A is a four-step process including:
 1. Archeological and historical background research
 2. Analysis of elevation change over time
 3. A site visit to field-verify the desktop assessment
 4. Preparation of the Phase 1A documentation, including a Management Summary and technical report.
 - Bill noted that DC SHPO and VDHR provided concurrence on the Phase 1A Work Plan in May 2018.
 - Elevation Change Analysis
 - Bill provided an overview of the elevation change (cut and fill) analysis, that tracks historic elevations against current topography. The analysis also includes bathymetric (underwater) elevations.
 - Bill showed an example heat map documenting areas of fill (red) vs. cuts (green).
 - Bill noted that this is a desktop assessment that will need to be followed up with fieldwork as the project advances.
 - Ruth Trocolli (DC SHPO) asked what year the map was prepared in. Bill responded that he believed it was from the 1880s but will clarify. Ruth noted the need to factor in some amount of variation due to the use of historic maps which were not as accurate as current maps. *(Note: Bill later clarified that the historic map used in the District to prepare the elevation change analysis is the 1880 Green Map, which Ruth Trocolli indicated was acceptable for analysis)*
 - Oscar Gonzalez (VRE) noted that the use of red and green can be challenging for color-blind individuals. Bill responded that this map is a standard map from ESRI GIS, but it can be modified or another color scheme can be picked. Ruth confirmed that there is no standard for this analysis and other colors can be used. Boll noted that the color spectrum is supplemented with counter lines at 5' intervals, allowing the map to be read independently of colors.

C. Action Alternatives

- Screening Process:
 - Kate provided an overview of the two-step concept screening process for the Project.

- The Level 1 screening occurred from Fall 2016 to Spring 2017. This screening narrowed 18 initial concepts (plus the No Action) down to the No Action and three concepts (three, four, and five or more tracks).
- The Level 2 screening started in Summer 2017 and resulted in two Action Alternatives, both with four tracks, and the No Action Alternative.
- Action Alternatives for the DEIS:
 - Kate presented the two Action Alternatives that will be analyzed in the DEIS and Section 106 process.
 - Alternative A would construct a new two-track bridge upstream of the existing bridge and retain the existing bridge, resulting in four tracks through the project limits.
 - Alternative B would construct a new two-track bridge upstream of the existing bridge and then replace the existing bridge with a new two-track bridge, resulting in four tracks through the project limits.
- Potential Bike-Pedestrian Crossing Opportunities
 - Kate noted that, as presented previously, the DDOT and FRA are continuing to explore the feasibility of bike-pedestrian crossing opportunities.
 - DDOT and FRA are looking at best practices related to railroad safety and operations.
 - Laurel Hammig (NPS-NCR) asked whether both attached and detached options were still being considered. Kate responded that both options are still being evaluated.

D. Methodology for Assessing Effects

- Bill presented the methodology for the assessment of effects.
 - Per the implementing regulations for Section 106 (36 CFR 800.5), an adverse effect is found when an undertaking may directly or indirectly alter any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the property's integrity of:
 - Location
 - Design
 - Setting
 - Materials
 - Workmanship
 - Feeling
 - Association
 - Examples of adverse effects include:
 - Physical destruction of or damage to the property
 - Alterations to a property (including restoration, rehabilitation, repair, maintenance, stabilization, etc.) that are not consistent with the *Secretary's Standards for the Treatment of Historic Properties*
 - Removal of a property from its historic location
 - Change to a property's significant use or setting

- Introduction of visual, atmospheric or audible elements that diminish integrity
 - Neglect of a property (except in certain religious and cultural cases)
 - Transfer, lease, or sale of property out of Federal ownership or control without adequate preservation protections
- Bill explained that the analysis will evaluate:
 - Direct physical effects
 - Indirect visual effects
 - Direct or indirect effects resulting from vibration
 - Indirect effects from noise
- Bill described the methodology for assessing direct physical effects:
 - Based on conceptual engineering information (including alignments, construction staging, and limits of disturbance), the analysis will describe and evaluate the potential for the alternatives to have direct physical effects on historic properties.
 - For each historic property, the analysis will assess the physical effect against all seven aspects of historic integrity.
 - A finding of adverse effect will be made if physical effects will diminish any aspects of a property's historic integrity.
 - Bill explained that historic properties within the LOD have the greatest potential to incur direct physical effects resulting in adverse effects. These include:
 - East and West Potomac Parks Historic District (including Long Bridge as a contributing element)
 - George Washington Memorial Parkway
 - Mount Vernon Memorial Highway
 - Any potential archaeological resources
- Bill described the methodology for assessing indirect visual effects:
 - The analysis will identify significant views or viewsheds for each property.
 - Bill noted that most properties already have this documentation
 - For the significant views, a limited number of massing diagrams will be created to superimpose the proposed alignments over existing conditions photographs.
 - For each historic property, the analysis will assess the visual effect against all seven aspects of historic integrity.
 - Bill noted that VDHR provides extensive guidance on assessing visual effects to determine whether they are adverse.
 - A finding of adverse effect will be made if visual effects would diminish any aspects of a property's historic integrity.
 - Bill noted that indirect visual effects will most likely result in adverse effects when an alternative:
 - Permanently removes or impedes views that contribute to the historic significance of a property; or
 - Diminishes a property's historic integrity. Visual effects will most likely affect a property's integrity of setting, feeling, and association.

- Bill described the methodology for assessing noise and vibration effects:
 - The analysis will overlay the noise and vibration study area with the APE to identify historic properties that may be affected.
 - The noise and vibration assessment will be conducted in accordance with Federal Transit Administration (FTA) guidelines.
 - Based on the noise and vibration assessment, the analysis will identify historic properties that may experience noise and vibration levels above FTA thresholds.
 - A finding of adverse effect will be made if noise and vibration levels above FTA thresholds would diminish any aspects of integrity that contribute to a property's historic significance.
 - Effects from noise and vibration may be permanent operational impacts or temporary impacts resulting from construction and staging.
 - Vibration and noise have the potential to effect historic properties indirectly. Indirect effects resulting from noise or vibration will likely affect historic properties' integrity of setting, feeling, and association.
 - Additionally, vibration has the potential to affect historic properties directly. Direct, physical effects resulting from excessive vibration has the potential to affect integrity of design, materials, and workmanship.
 - Lee Webb asked whether the analysis would distinguish between temporary and long-term impacts.
 - Bill responded that yes, construction & staging (temporary impacts) will be distinguished from the long-term operational impacts.
 - Laurel Hammig asked whether a benchmark year is being used.
 - Amanda responded that 2040 has been used throughout the project as the planning year.
 - Chuck Gullakson (CSXT) asked for clarification on the width of the noise and vibration study area on either side of the railroad corridor.
 - Bill responded that he believed the distance is 1,000 feet.
 - Following the meeting, DDOT and FRA confirmed that the study area for noise is 750 feet from the track alignment without intervening buildings and 375 feet with intervening buildings. The vibration screening distance depends on the type of sensitive land use and the type of railroad project. For commuter railroad operations, the vibration screening distance is 200 feet for residential uses, 120 feet for institutional uses, and up to 600 feet for particularly sensitive receptors such as research facilities with vibration-sensitive equipment, theaters, and recording studios.

E. Next Steps

- Amanda stated that the project team is accepting comments on this meeting through June 13th. The preferred method for submitting comments is through the website or via email to info@longbridgeproject.com.

- DDOT and FRA will provide the draft Assessment of Effects Report for review in late summer. At the next Consulting Parties meeting in the Fall, DDOT and FRA will solicit input on avoidance, minimization, and mitigation strategies.
 - Amanda asked that participants review the report in advance of the meeting and come prepared to discuss specific issues. Given the large number of properties in the APE, this will enable a more focused meeting.
 - Amanda noted that the next meeting will focus on major properties with anticipated effects.
- Bill noted that the project team may be reaching out to owners of historic properties for additional detail to help with assessing effects.

F. Questions and Comments

- Lee Webb asked how many listed historic properties are in the APE.
 - Amanda responded that the number is around 30.
 - Following the meeting, FRA and DDOT confirmed that the number of designated historic properties within the APE is 29, including the viewshed sites. This includes both individual properties and historic districts designated at the state and federal levels. Additionally, 9 properties in the APE have been determined eligible for NRHP listing. Four additional properties within the APE have been identified as potentially eligible for NRHP listing.
- Randy Selleck (DRPT) asked whether DDOT and FRA are asking for comments on the report as well as the slides presented at this meeting.
 - Amanda clarified that DDOT and FRA are not soliciting comments on the report as it won't be prepared until this summer, just the methodology as presented at this meeting.
- Carol Fuller (Crystal City Civic Association) asked about the timeline for a decision about including a bike-pedestrian connection.
 - Anna Chamberlin (DDOT) responded that the bike-pedestrian analysis is happening concurrently with the assessment of effects. DDOT and FRA will present options for a bike-pedestrian connection with the selection of the Preferred Alternative in the Fall.
 - Carol stressed that she didn't feel the bike-pedestrian bridge would ever get built if it becomes separated from the Long Bridge Project. She noted that she strongly encourages selecting a bike-pedestrian crossing option that crosses the GWMP and connects to the trail in Long Bridge Park.
 - Carol noted that various entities with which she is involved (Crystal City Civic Association, Friends of Long Bridge Park, the Crystal City BID) want to make sure they have the opportunity to be further engaged with this decision. Anna noted that the team is currently evaluating various connectivity options and DDOT and FRA are considering the impacts of the bike/ped connections on historic properties.

CONSULTING PARTIES MEETING #4

Date: Wednesday, October 24, 2018
 Time: 10:30 AM to 12:00 PM
 Place: 55 M St SE (DDOT Conference Room 639)

FINAL 11/30/18

Attendance:

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A. Introduction and Overview

- Amanda Murphy (FRA) opened the meeting and completed introductions.
- Amanda provided an overview of the meeting purpose and agenda:
 - The primary purpose of this meeting is to present a high-level overview of the Long Bridge Project Section 106 Assessment of Effects Report.
 - The Meeting also includes a Section 106 process update, Action Alternatives for DEIS, conceptual engineering, potential mitigation for a bike-pedestrian crossing, assessment of effects, and resolution of effects before discussing next steps.

B. Section 106 Process and NEPA Coordination Update

- Amanda provided an overview of the Section 106 Process and consultation to date and briefly addressed what was covered at the previous three meetings.
 - This meeting is the fourth of the Section 106 Consulting Party meetings for the Long Bridge Project. At the previous meeting, FRA and DDOT presented a methodology for assessing effects on historic properties.
 - Public and interagency meetings would be held on November 29, 2018.
 - FRA provided an overview of the Area of Potential Effect (APE). Since the last meeting, the Limits of Disturbance (LOD) have been updated to remove the downstream bike-pedestrian crossing that was dismissed from consideration.

C. Action Alternatives

- Kate Youngbluth, DDOT, presented an update on the Action Alternatives to be evaluated in the DEIS.
 - Action Alternative A involves a new two-track bridge upstream of the existing bridge. This option preserves the historic Long Bridge and component railroad bridge over the George Washington Memorial Parkway (GWMP).
 - Action Alternative B involves a new two-track bridge upstream of the existing bridge and the replacement of the existing bridge.
 - Two types of common railroad bridges are being considered for the new two-track bridge: a steel deck girder bridge and a steel through girder bridge. Depth of the structure is the primary difference between the two structure types. They are representative of common railroad bridge types throughout the U.S. The existing Long Bridge is primarily a through girder bridge with a central through trestle span. The new bridge would be formally and aesthetically compatible with the existing.
 - Amanda stated that a signature bridge was considered early on, but that is no longer being considered as an option based on comments that have been received thus far.
 - Andrew Lewis (DC SHPO) asked if a decision has been made about which bridge option would be used. Amanda responded that no decision has been made yet. Both are currently being considered and a selection would be made during the final design phase.
- Kate presented the proposed treatments of the new GWMP railroad bridge:

- Action Alternative A would preserve the existing bridge and construct a new bridge upstream while Action Alternative B would replace the existing bridge and construct a new bridge upstream. For both options, the aesthetic of the new bridge would be compatible with the existing bridge and with the GWMP.
- Kate presented the proposed alignments for the bike-pedestrian crossing option:
 - The bike-pedestrian crossing is being considered as potential mitigation for Section 4(f) impacts. Four potential options were originally being considered, but that has been narrowed down to two options under consideration:
 - Option 1 would be attached to the new upstream railroad bridge. This option would share the same substructure as the railroad bridge but a separate superstructure. This option would require substantial security measures in addition to extending the large railroad bridge piers further upstream to support the superstructure.
 - Option 2 would be separate from the new railroad bridge. This bridge would utilize single column piers and have a much smaller substructure footprint than Option 1. Option 2 would also be less difficult to inspect and maintain and would cost approximately 20 percent less than Option 1.
 - Amrita Hill (Amtrak) noted that Amtrak prefers Option 2. Amanda stated that VRE, Amtrak, and CSXT have all expressed a preference for Option 2 as well, and that only one of the options would be carried forward in the DEIS. Additional comments from the Consulting Parties are welcome.
 - Andrew Lewis noted that visual impacts could be minimized by choosing Option 2 since the bridges would have smaller footprints, and that this option makes sense from a historic preservation standpoint.

D. Identification of Historic Properties

- Bill Marzella (EHT Tracerics) presented the APE and noted that the assessment of effects included all those historic properties located within the APE boundaries, in addition to the viewshed properties outside of the contiguous APE boundaries.
 - Catherine Dewey (NPS-NAMA) pointed out that the U.S. Engineers' Storehouse is missing from the APE map, and that NPS is very concerned about effects to that property. Bill responded that this property has been identified that as a contributing resource to East and West Potomac Parks Historic District.
 - Bill stated that a large number of historic properties are located within the APE, but only those for which there are adverse effects would be addressed in the presentation.
- Phase IA Archaeological Assessment
 - Paul Kreisa (Stantec) discussed the Phase IA process which was coordinated with DC SHPO and VDHR. The Phase IA assessed the potential for archaeological resources within the LOD and archaeological projects completed within or near the LOD.
 - Paul gave an overview of the process:
 - A desktop analysis was conducted; historic maps were assessed to identify historic resources that are no longer extant.

- A 150-meter corridor with high potential for Native American archaeological resources was identified in the process.
- Bathymetric (underwater) analysis along the Potomac River to identify change in the depth of the river, particularly due to dredging.
- A site visit was conducted to determine if desktop analysis missed anything and to look at things like utilities and any type of infrastructure that couldn't be identified at the desktop level.
- Paul then presented the results of the analysis. Areas were divided into levels of no/low, moderate, and high potential for existence of archaeological resources.
 - Area a: This area extends into an existing staging area and has no/low potential.
 - Area 1: Historically located along the shore of the Potomac River, Area 1 has a high potential for Native American archaeological resources.
 - Area 2: Former location of Jackson City. Archaeological investigations have located structural remains, so this area has potential for future discovery.
 - Area b: Historically located in the Potomac River, so there is no archaeological potential.
 - Area II: Within the Potomac River – west side. This area has no/low potential due to extensive dredging.
 - Area I: Within the Potomac River – east side. This area has moderate potential due to a lower impact from dredging. DC SHPO indicated that someone found a Paleoindian point in the area. However, geoarchaeology for the Potomac River Tunnel indicated that the historic shoreline has eroded away, so there is diminished potential.
 - East Potomac Park: As made land, this area has very limited potential for archaeological resources.
 - East of Maine Avenue: The historic shoreline of the Potomac ran through the area so there is potential for Native American sites.
 - At the northeast corner of the LOD excavation and tunneling for laying the railroad in the nineteenth century corresponds to a very low potential for archaeological resources.
- The Phase IA draft technical report has been submitted to DC SHPO and VDHR for review and comment. After the identification of the Preferred Alternative in the DEIS, Section 106 would continue, and recommended investigations would be conducted based on consultation with the appropriate SHPO.

E. Assessment of Effects

- Bill Marzella presented a brief update to the assessment of effects methodology:
 - Visual Effects: FRA and DDOT developed photo simulations for selected properties within the APE to support the evaluation of visual effects. The views were identified based on properties that had documented significant views and where adverse effects were most likely. Analysis was also used to support the analysis of visual resources in the DEIS.

- Noise and Vibration Effects: Bill discussed the assessment for the Noise and Vibration Study Area. All historic properties located within the study area were evaluated. It was determined that, for all historic properties located outside this area, there would be no effects.
- Bill presented a table summary for a determination of effects for Action Alternatives A and B, including temporary and cumulative effects associated with the bike-pedestrian crossing options. Bill noted that Action Alternatives A and B would have different lengths of construction, 60 months (A) and 99-100 months (B).
 - Andrew Lewis asked if the proposed project would increase the number of trains moving through the corridor. Amanda responded that the Project would enable planned increases in train volumes by the railroad operators, although the Project itself would not run additional trains. The increase in train volumes was factored into the noise and vibration analysis.
- Bill presented effects determinations for the following properties:
 - National Mall Historic District
 - Temporary construction staging and access would create an indirect adverse effect on the National Mall. The staging areas would be located on existing parking lots within the National Mall and East Potomac Park and a staging area off Ohio Drive SW on the Washington Channel side. Andrew Lewis noted that DC SHPO wants to ensure any potential effects to the Jefferson Memorial have been taken into account.
 - No direct adverse effects were identified for either Action Alternative or bike-pedestrian crossing option.
 - GWMP Historic District:
 - Under both Action Alternatives, removal of contributing vegetation would be a direct adverse effect. The original 1930s planting near the bridge was intended to screen the railroad bridge from viewers using the GWMP.
 - Under Action Alternative B, removal of the existing railroad bridge over the GWMP and Long Bridge would create direct and indirect adverse effects.
 - Cumulative effects from bike-pedestrian crossing options would be similarly direct and adverse due to the removal of contributing vegetation.
 - Temporary effects would be adverse in both Action Alternatives due to necessary construction staging, access, and trail relocation.
 - The GWMP has a sequence of several bridges near the Long Bridge Corridor, most of which do not contribute to the historic district. Due to the diminished integrity of the GWMP in this location, it was determined that the addition of one or more new bridge(s) would have no potential to diminish the integrity of the district and there would be no adverse effect.
 - For Action Alternative B, there would be an indirect adverse effect due to the removal of Long Bridge and the loss of the central trestle, which forms a visual landmark for users of the Mount Vernon Trail.
 - Simone Monteleone (NPS-GWMP) stated that GWMP doesn't necessarily agree with no adverse visual effect from Action Alternative A. She also

asked why the noise thresholds for GWMP are higher compared to the National Mall. In response, Bill stated that, per the noise and vibration analysis prepared for the DEIS, the GWMP is classified as an active recreation area, and therefore has a higher perceived noise (dBA) threshold than areas of passive recreation. He also noted that there is a high degree of ambient noise caused by plane and car traffic in this area.

- Mount Vernon Memorial Highway (MVMH) Historic District:
 - Effects on the MVMH would be similar and additive to those described above for the GWMP.
- Viewshed Analysis for GWMP and MVMH:
 - Bill presented the sequence of existing conditions photographs and photo simulations for Action Alternatives A and B along the GWMP.
 - Simone Monteleone commented that canopy trees between the Metrorail bridge and the existing railroad bridge would likely not have room in the future to mature with the addition of a new secondary railroad bridge. She requested that the photo simulations be updated to reflect that with the Action Alternatives.
- East and West Potomac Parks Historic District:
 - Both Action Alternatives would necessitate the removal of contributing vegetation, namely Japanese cherry trees along the perimeter of Hains Point, constituting a direct adverse effect. The removal of the contributing Long Bridge in Action Alternative B would represent the total loss of a contributing feature, intensifying the direct adverse effect.
 - Under Action Alternative B, the removal of the existing bridge and trestle was not determined to be an indirect adverse effect.
 - Under both Action Alternatives, construction noise has the potential to temporarily diminish the integrity of the contributing U.S. Engineers' Storehouse (located adjacent to the Washington Channel).
 - Andrew Lewis asked if the removal of the truss is an effect. Bill responded by stating that it was determined to be a direct physical effect but not an indirect visual effect. Andrew stated that he would argue that removal of the truss, since it is a direct adverse effect from the Virginia side, it should also be a direct adverse effect from the District (Potomac Park) side.
- Viewshed Analysis for East and West Potomac Parks:
 - Bill presented the photo simulations prepared for East and West Potomac Parks.
 - Tammy Stidham (NPS-NCR), asked if the number of contributing Japanese cherry trees identified for removal had been quantified. Lee Farmer (VHB) responded that the number is approximately four in Action Alternative A and seven in Action Alternative B. Tammy also stated that, as part of DEIS, the number of trees to be removed would need to be quantified (not just cherry trees).

F. Additional Questions and Comments

- Andrew Lewis asked if photo simulations of the bike-pedestrian crossing options had been developed. Amanda stated that they had not been but may be once a preferred crossing option has been identified. Amanda also stated that there would be continued coordination during the design process.
- Adrienne Birge-Wilson (VDHR) asked if any renderings had been prepared to show the new railroad bridge options and how they would be affected by the proposed bike-pedestrian crossing options. Amanda responded that there were not, as no final design for them had been developed as of yet, only conceptual engineering to this point.
- Tammy Stidham asked for clarification of potential temporary effects on Hancock Park. Amanda responded that FRA and DDOT are still considering whether it would be necessary to use that reservation for construction staging and access and would notify NPS when the issue was resolved.

G. Resolution of Effects

- Amanda stated that FRA and DDOT welcome additional ideas on potential avoidance, minimization, and mitigation options from DC SHPO, VDHR, and the Consulting Parties. Amanda noted what measures had been identified and integrated into the Action Alternatives to date.
- Tammy Stidham noted that, in addition to the replacement of lost vegetation, NPS would be offering a number of comments for proposed mitigation.
 - Catherine Dewey added that this may include interpretation, possible rehabilitation of the U.S. Engineers' Storehouse, or rehabilitation of the seawalls in East Potomac Park.
 - NPS also requested additional information about the effects on the U.S. Engineers' Storehouse and the distance between that building and the new bridge that would be constructed above the Washington Channel.
- Andrew Lewis stated that the Secretary of the Interior's Standards require compatibility with the existing historic bridge and other historic properties, not necessarily the non-historic bridges, and for that reason DC SHPO prefers the through-girder structural option.
- Frederick Lindstrom (CFA) suggested that improving the visual appearance of other railroad bridges in the District (through painting, etc.) could be a potential mitigation option.
- Oscar Gonzalez (VRE) asked if it would be possible to transplant (rather than remove) historic vegetation. NPS responded that it would be difficult in a constrained space and would vary based on species. It is not likely something that NPS would require.

H. Continued Consultation

- FRA and DDOT request comments by November 9, 2018 on the Consulting Party meeting materials and assessment of effects report, including proposed resolution strategies. These comments would be incorporated into the report and utilized to select a Preferred Alternative.

- Once these comments had been incorporated, FRA and DDOT would prepare a final assessment of effects report for DC SHPO and VDHR. The Advisory Council on Historic Preservation would also be notified of the determination of effect.
- FRA and DDOT would conduct a fifth Consulting Parties meeting, to present resolution strategies, in late Winter or Early Spring 2019.
- Although a project proponent for construction has not yet been determined, an MOA or PA would be drafted at a minimum amongst FRA, DC SHPO, and VDHR and would include a stipulation for how it can be amended in future to identify a project proponent and any parties responsible for implementing the project, including proposed mitigation.
 - Amanda noted that FRA intends to execute an MOA or PA by Winter 2020 in advance of the completion of the EIS Record of Decision in Summer 2020.

CONSULTING PARTIES MEETING #4

Date: Thursday, August 1, 2019

Time: 1:00 PM – 2:30 PM

Place: 55 M St SE (DDOT Conference Room 639)

FINAL 08/21/2019

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A. Introductions

- Kate Youngbluth (DDOT) welcomed everyone and noted that this is the fifth Consulting Party (CP) meeting for the Long Bridge Project.
- She explained that the plan for the meeting is to walk through the presentation and discuss with the group. We will take comments for next thirty (30) days. Please feel free submit comments to the Project email address (info@longbridgeproject.com).
- The Programmatic Agreement (PA) will be available for Consulting Party and public review with the DEIS in September. There will be a forty-five (45) day comment period with a public hearing in October.

B. Section 106 Process Update

- Katherine Zeringue (FRA) provided an overview of coordination between the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) Section 106 processes. She noted that the Project is getting close to its public review milestone for the draft Environmental Impact Statement (EIS) and the draft PA.
- She noted that the PA will be discussed at this meeting. The document will outline future steps in terms of Section 106 processes and obligations. The primary purpose of this meeting is to discuss proposed Section 106 mitigations with the consulting parties.

C. DEIS Update

- Katherine reviewed the selection of the Preferred Alternative. She noted that Action Alternative A (the Preferred Alternative) would avoid adversely affected more historic properties than Action Alternative B, and this consideration of avoidance to historic properties was part of the decision-making process. The Preferred Alternative has fewer impacts to historic resources, shorter construction time, and is less expensive to build.

D. Review of Area of Potential Effects (APE) and Historic Properties

- Katherine reviewed the identification of historic properties and Area of Potential Effects (APE).
- Phase 1A Archaeological Assessment
 - Katherine noted that the PA states identification of archaeological impacts will be done later in the design phase and commits the Project to future Identification and evaluation. This is one of the reasons the resolution document is a PA and not a Memorandum of Agreement.
 - The Phase 1A determined areas of no, low, and high probability of resources and whether those resources might be prehistoric or historic. This will need to be ground-truthed later in the process. If adverse effects are identified, the project team will consult on resolution.

E. Review of Determination of Effects

- Katherine summarized the determination of effects. Action Alternative A (the Preferred Alternatives) would have:
 - Temporary indirect adverse effect to the National Mall Historic District
 - Permanent direct adverse effect, cumulative direct adverse effect, and temporary direct and indirect adverse effect to the George Washington Memorial Parkway (GWMP) and Mount Vernon Memorial Highway (MVMH) historic districts.
 - Permanent direct and indirect adverse effect, cumulative direct and indirect adverse effect, and temporary direct and indirect adverse effect to the East and West Potomac Parks Historic District.
- Katherine reviewed the avoidance measures for the project, which include:
 - Retaining Long Bridge and the railroad bridge over the GWMP in Action Alternative A.
 - Dismissing alternatives outside the Long Bridge Corridor because they did not meet Purpose and Need.

F. Potential Resolution of Adverse Effects

- Katherine noted that the regulations require considering avoidance measures first. Selection of Action Alternative A means the two historic bridges will remain in place. Placement of the new bridge between existing bridges also minimizes some adverse visual effects.
- Katherine explained that to date the project team has had extensive discussion with NPS regarding mitigation measures, as all affected resources are under their jurisdiction. The project team has also had some conversations with DC SHPO and VDHR. The purpose of this meeting is to also gather input from the Consulting Parties.
- She explained that NPS has agreed to take responsibility for implementation of many of the mitigation measures outlined in the draft PA. The Virginia Department of Rail and Public Transportation (DRPT) will be providing the funding, as they will be the Project Sponsor for final design and construction.
- Tammy Stidham (NPS) asked for clarification regarding adverse effects to the National Mall. Katherine replied that there would be temporary indirect adverse effects to the National Mall, as shown on Slide 7.
- Andrew Lewis (DC SHPO) asked if other federal agencies would be providing federal funding. He suggested that the PA should be revised to provide flexibility if another agency besides FRA provides funding.
 - Katherine will confirm that the PA contains an adoptability clause to address this concern.

- Design Review

- Katherine noted that this pretty standard minimization and mitigation. As design advances, the SHPOs and NPS will have opportunity to review and provide input on designs and their concerns.
- Frederick Lindstrom (CFA) noted that FRA has not included Commission of Fine Arts (CFA) or National Capital Planning Commission (NCPC) in this design review. They should be included in design review, since they have approvals. The Project Sponsor will have to present this project to both agencies, so better to engage them sooner rather than later.
- David Valenstein (FRA) noted that the project team will follow up with CFA and NCPC on their processes to determine when the Project should be presented.

- Tree Protection Plan

- Katherine explained that some vegetation will need to be removed for construction of the Project that is considered contributing to the historic properties.
- A tree protection plan would try to minimize impacts to those contributing resources. The plan would be in place before construction begins.

- Tree Restoration Plan

- Katherine explained that for vegetation that must be removed, DRPT will give NPS money to develop and implement a restoration plan. NPS will have the discretion to determine what is best in terms of replacement species and the locations.
- David Gadsby (GWMP) noted that staff had question about the wording. It should be clear that NPS is responsible for carrying out work, not for paying for it.
 - Katherine responded that FRA will make sure the language is clear in the PA.

- Interpretation Plan

- Katherine explained that DRPT would provide funding to NPS to prepare and implement the interpretation plan.
- The interpretation will include a website as well as physical wayside signage. Both SHPOs have expressed that physical signage is important.
- She noted that the PA currently has language about SHPOs and NPS being involved in the development of the interpretive materials. FRA is open to including others if they would like to be involved in this.

- Viewshed Protection Plan

- Katherine noted that DRPT would provide funding to NPS to prepare and implement an MVMH *Viewshed Protection Plan and Inventory and Assessment* from Alexandria to Columbia Island. The plan would be developed prior to completion of the preliminary engineering phase.

- Cultural Landscape Inventories
 - Katherine noted that DRPT would provide funding to NPS to prepare and implement cultural landscape inventories for MVMH from Alexandria to Columbia Island and for East and West Potomac Parks from the golf course to the railroad corridor.
- Construction Management Plan
 - Katherine explained that DRPT would develop and implement a construction management plan that would include a noise and vibration control plan, construction management requirements, location of construction staging areas away from sensitive views and viewsheds, and sizing and screening to minimize the visual impact of staging areas.
- Archaeology
 - Katherine noted that FRA has not yet identified any adverse effects to archaeological resources. However, if adverse effects are determined through identification and evaluation, DRPT would develop mitigation in coordination with stakeholders and Consulting Parties.
 - David Gadsby asked about the archaeological overview and assessment the NPS has suggested as mitigation.
 - Katherine responded that the project team has been trying to gain clarity on whether that is a mitigation measure for an adverse effect to an archaeological resource or whether it would be part of the Section 106 identification and evaluation phase. She suggested continuing to work with NPS to come up with appropriate language and put it in the appropriate document.
 - David Gadsby responded this is a different process for NPS than identification and evaluation. It is a decision-making document that they use to inform interpretive measures, so it's not the same as identification.
 - Andrew asked what is the resource/effect being mitigated.
 - David Gadsby explained that the resource is the maritime cultural landscape for the Potomac River and its shoreline. The archaeological overview and assessment is a baseline document NPS uses to understand archaeological resources.
 - Andrew suggested reaching out to Dr. Ruth Troccoli, with DC SHPO, if she can be of assistance.
 - Tammy responded she would be curious to hear Ruth's thoughts on the matter.
 - Katherine responded FRA will continue to work through this issue with NPS and the DC SHPO.
- Bike-Pedestrian Crossing
 - Andrew asked whether there has been any word from Virginia on the bike-pedestrian connection.

- David Valenstein responded that FRA has identified the bike-pedestrian bridge as mitigation for impacts to Section 4(f) parkland.
- Katherine explained that it is a Section 4(f) mitigation measure with Section 106 implications, so FRA is recognizing it as part of the project and has accounted for its adverse effect in the PA.
- Andrew stated that DC SHPO supports the bike-pedestrian bridge even though it will have adverse cumulative effects.
- Katherine noted that it was considered under cumulative effects under Section 106
- Andrew stated that DC SHPO is comfortable with what is proposed in the PA and is not suggesting any additional mitigation for the bike-pedestrian bridge, but wanted to ensure language within the PA was clear on the relationship between this 4(f) measure and Section 106.
- Andrew asked whether there any other Section 4(f) mitigation measures that need to be addressed through Section 106 and the PA as well.

G. Resolution Document and Next Steps

- Katherine stated that the Draft PA review for consulting parties will be concurrent with the DEIS and the public review period. However, it will still be directly distributed to the Consulting Parties.
- Lee Webb (NCPC) noted that NCPC hasn't been included as a signatory. They are typically a signatory for anything they have approval for.
 - Andrew suggested double-checking correspondence from NCPC about their action (review vs approval).
 - Lee Webb will check if NCPC has approval. If they do, he will send the boilerplate Whereas clauses and language.
- Andrew asked whether USACE has weighed in.
 - Lee Farmer (VHB) responded that they designated FRA as the lead.
- Tammy noted that NPS has permits for the bed of the river, for some of the construction, a land exchange in Virginia and a land transfer in the District.
 - Andrew asked whether NPS is doing their Section 106 separately.
 - Tammy responded that if there is Section 106 consultation required in implementation of mitigation measures, NPS would do the consultation required. But for NPS actions, this Section 106 process should cover them.
 - Andrew suggested that NPS maybe be able to satisfy the Section 106 process in this PA for all of the mitigations through the design review process.
 - Katherine requested that the signatories provide specific language during their backcheck of the PA, if they have it to address these types of concerns and issues.

- Katherine noted that FRA will review and make sure federal actions required by USACE and USCG are accurately represented.

Appendix D1:

Response to Federal Agency Comments

Environmental Protection Agency	1
Department of Interior.....	6
National Capital Planning Commission.....	8
National Marine Fisheries Service.....	10

ID	Comment	Response	Reference
Environmental Protection Agency			
1A	We appreciate the thoroughness of the document's alternatives discussion and the coordination done by FRA with resource agencies including the National Marine Fisheries Service (NMFS). We suggest that the final EIS (FEIS) provide more detail on the coordination, including future coordination, with NMFS.	<p>Virginia Department of Rail and Public Transportation (DRPT) would continue to coordinate with NMFS regarding avoidance and minimization measures for impacts during construction, as stated in the FEIS/Record of Decision (ROD). Additional commitments to avoid, minimize, or mitigate impacts to submerged aquatic vegetation have been added to the FEIS/ROD based on NMFS comments on the DEIS.</p> <p>On October 24, 2019 NMFS provided concurrence with FRA's conclusion that the Preferred Alternative is not likely to adversely affect any Endangered Species Act (ESA)-listed species under their jurisdiction. In their concurrence letter, NMFS stated that no further consultation pursuant to Section 7 of the ESA is required.</p>	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A01</p>
1B	It is noted in the DEIS that impact to submerged aquatic vegetation (SAV) is likely from a new structure crossing the Potomac River. SAV has important function as aquatic habitat and in water quality. EPA recommends FRA investigate opportunities for the placement of green infrastructure best management practices (BMPs) in the study area to further capture stormwater runoff from entering the Potomac River.	Additional commitments to avoid, minimize, or mitigate impacts to submerged aquatic vegetation have been added to the FEIS/ROD based on NMFS comments on the DEIS. A commitment has also been added to investigate opportunities for the placement of green infrastructure best management practices (BMPs) in the study area to further capture stormwater runoff from entering the Potomac River.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: B09; B10; B11; B12;</p>
1C	The preferred Action Alternative A will have permanent impacts to 3.7 acres of narrow strips of vegetation along the linear footprint of the proposed bridge. It is recommended that impacts to this vegetation be minimized and if permanent impacts result, we encourage consideration of compensatory mitigation for the loss of resource.	DRPT would be responsible for developing a vegetation protection plan during final design, which would minimize impacts to vegetation. Following construction, DRPT would reestablish vegetation where possible and restore areas to their pre-construction function and appearance to the extent possible. Trees and vegetation would be maintained for 3-5 years following planting.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: B02; B03, B04, B05,</p>

ID	Comment	Response	Reference
		The vast majority of vegetation impacts are on property administered by National Park Service (NPS). DRPT would contribute a monetary value to NPS as compensation for permanent loss of vegetation. NPS would develop and implement a vegetation restoration plan that accounts for the equivalent amount and caliper of affected vegetation, as well as the work required by NPS introduce new trees to East and West Potomac Parks, George Washington Memorial Parkway (GWMP), Mount Vernon Memorial Highway (MVMH), and National Mall historic districts.	B06, B07, B08, C04, C05, C07, C08
1D	The DEIS states that there is potential permanent impact a total of 2,650 square feet of SAV from the pier construction and shading from the new deck, and some additional impact from the pedestrian walkway, based on the latest aerial survey performed by the Virginia Institute for Marine Science in 2017 (VIMS). If these impacts cannot be avoided, we recommend that compensating for the permanent loss be considered by FRA. Additionally, if there is a possibility of indirect impacts to SAV beds downstream in the Potomac River, resulting from scour and deposition from the installation of crossing piers, EPA suggests addressing minimization of these potential impacts in the FEIS. As VIMS has not performed a complete SAV survey since 2017, it may be prudent and beneficial to perform multi-year field surveys of the existing SAV beds prior to construction to update available information on the SAV resource condition and coverage in the local area. EPA would appreciate an opportunity to contribute and participate in the SAV field survey planning and implementation.	Specific mitigation for unavoidable impacts to SAV would be determined during the permitting process. Potential for scour is minimal to nonexistent because of commitments already made in terms of best practices for construction, including silt curtains. DRPT would update information on SAV resource condition and coverage prior to construction.	FEIS/ROD Section 2.4, Monitoring and Enforcement FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B09; B10; B11; B12
1E	EPA appreciates continued coordination with the National Marine Fisheries Service (NMFS) as the project proceeds forward, including consultation to determine recommendations on time-of-year restrictions and	Commitments to minimize impacts to fish species are described in FEIS/ROD Section 2.3, Measures to Minimize Harm . DRPT would continue to coordinate with NMFS regarding avoidance and minimization measures for impacts	FEIS/ROD Section 2.3, Measures to Minimize Harm

ID	Comment	Response	Reference
	minimization techniques to migrating fish species. We suggest that the FEIS explain what measures will be implemented to minimize the impacts to all fish species during the construction phase, especially during the installation of bridge piers (this may include need for vibration attenuation such as bubble curtains to reduce impact to fish). We recommend the FEIS further address FRA's and DDOT's coordination with the NMFS for avoidance and minimization to migratory fish species, especially the <i>Acipenser brevirostrum</i> , shortnose sturgeon, and <i>Acipenser oxyrinthus</i> , atlantic sturgeon.	during construction, as stated in the FEIS/ROD. Additional commitments to avoid and minimize impacts to fish species have been added to the FEIS/ROD based on NMFS comments on the DEIS.	Commitment/Mitigation ID: A01; B17; B18; B19; B20; B21; B22
1F	It is mentioned in the DEIS that a stormwater management plan will be developed for the project in the design phase and it will detail the location and design of all planned stormwater management facilities. EPA recommends the FEIS include a proposed or preliminary stormwater management plan, identifying potential locations for best management practices (BMPs). We suggest the plan include the type of BMPs being evaluated and estimate the amount of stormwater runoff they would treat. We recommend evaluation of the use of green infrastructure techniques such as bio-swales, rain gardens, porous pavement, etc.	The FEIS does not include a proposed stormwater management plan, as that is not appropriate at this level of design. As described in FEIS/ROD Section 2.3, Measures to Minimize Harm , stormwater BMPs would be implemented to decrease runoff volume and peak flow rate and provide prescribed treatment volume and recharge volume.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B23
1G	It is recommended that a citation to the general conformity rule (40 CFR part 93, subpart B) and the de minimis thresholds (40 CFR 93.153) be included in the discussion of general conformity on page 10-2.	Citations added to Chapter 10, Air Quality and Greenhouse Gases (line 43 and line 44)	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 47; 48
1H	Page 10-2 states, "Arlington County does not have regulations or ordinances that govern air pollutant emissions." Note that Arlington County is included in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS. Therefore, Virginia laws and regulations for both attainment and marginal	The statement was intended to indicate that there are no local ordinances that govern this area. Sentence revised to read: "Arlington County falls within the Washington DC-MD-VA area for EPA designations and therefore falls within the Virginia laws and regulations as well as the Federal CAA."	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 49

ID	Comment	Response	Reference
	nonattainment areas apply to Arlington County as well as the federal Clean Air Act (CAA).		
1I	It is recommended that the paragraph on page 10-4 regarding the quantitative construction air quality analysis explain that the project is in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS, therefore, pursuant to the general conformity rule at 40 CFR part 93, subpart Band 40 CFR 93.153, a general conformity applicability analysis is required.	The following sentence was added to the end of the paragraph on page 10-4: The project is in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS, therefore, pursuant to the general conformity rule at 40 CFR part 93, subpart B and 40 CFR 93.153, a general conformity applicability analysis is required.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 50
1J	Table 10-1 on page 10-6 shows 2017 design values, which are calculated using 2015-2017 monitoring data. However, page 10-5 refers to the data in Table 10-1 as being from 2014 to 2016. Also, note that 2018 design values are available.	The 2018 values were posted on 7/23/2019, which was after preparation of the analysis for the EIS. In addition, these values were provided for background information only and were not used to assess the impacts of the Project. A review of the critical values (CO, NO2 and Particulate Matter 2.5 micrometers or less [PM2.5]- where the project is in nonattainment or maintenance areas) reveal that the 2018 values are either similar or lower than the 2017 values for the locations listed and do not change the conclusions of the analysis.	n/a
1K	Page 10-5 states, "The EPA designates the District and Arlington County as nonattainment areas for 8- hour O3 ... ". It is recommended that it be clarified that the District and Arlington County are designated as marginal nonattainment for the 2015 8-hour ozone NAAQS. Both areas are maintenance for the 2008 8-hour ozone NAAQS.	Replaced text reading "The EPA designates the District and Arlington County as nonattainment areas for 8-hour O3 and maintenance areas for CO and PM2.5" with "The District and Arlington County are designated as marginal nonattainment for the 2015 8-hour ozone NAAQS. Both areas are maintenance for the 2008 8-hour ozone NAAQS. "	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 51
1L	It is suggested that a reference to EPA's Green Book at https://www.epa.gov/green-book be included.	Reference added.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 51
1M	Page 10-6 provides background information on the Air Quality Index (AQI) but does not include information	The AQI information was provided for informational purposes only as background data of information available for the study area for air quality and was not used for any	FEIS/ROD Section 1.4, DEIS Errata and Other Changes

ID	Comment	Response	Reference
	specific to the project area. We would be pleased to discuss recommended detailed air quality data for the study.	analysis. The AQI is utilized more as real-time data. Section 10.3.2 removed so the focus is more on the monitoring data provided in Section 10.3.1.	Errata ID: 53
1N	EPA recommends Table 10-2 Air Quality Index and Associated Health Effects be moved under section 10.3.2 Air Quality Index.	This table has been deleted based on the previous comment/response.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 53
Department of Interior			
<p>See Appendix F, Agency, Operator, and Organization Letters Received for the full text of the letter from DOI. Substantive comments are responded to below. In the letter, DOI stated that “the Department understands that, due to the current location, this project will result in significant permanent and temporary impacts of the following Section 4(f) resources:” the George Washington Memorial Parkway/Mount Vernon Memorial Highway, Mount Vernon Trail, East Potomac Park, and Hancock Park. The letter from DOI summarized the significance of each of these resources and described the impacts of the Project to these resources. The letter then provided the statements below related to the Draft Section 4(f) Evaluation.</p> <p>In reference to the Section 106 consultation process, the DOI letter stated that: “the Department agrees with the statements in both the DEIS and Draft Section 4(f) Evaluation that the Project would result in a determination of “adverse effect” under Section 106 National Historical Preservation Act (Section 106) to GWMP,MVMH, EPP and WPP historic resources.” The letter then summarized the adverse effects to these resources.</p>			
2A	FRA has determined that the use of Hancock Park is <i>de minimis</i> . The temporary use is for construction access and staging. The NPS does not concur with this finding as a third of this very small park will be unavailable for use by the public for a duration of three years. The NPS considered this a temporary use under Section 4(f).	<p>The statement about a <i>de minimis</i> finding is an error and has been corrected in the Final Section 4(f) Evaluation. NPS’s statement about the amount of the park affected is based on earlier plans previously shared with NPS. Through discussions with NPS, FRA and DDOT reduced the area required from 0.3 acres to 0.09 acre. This would be a construction access area to allow contractors to bring railroad materials, equipment, and crews into the railroad corridor. This would not be a staging area. In addition, the area of the park near 7th Street SW, where the majority of the public use occurs today, would remain available for public use.</p> <p>FRA finds that this temporary occupancy does not constitute a Section 4(f) use of Hancock Park based on the criteria for a temporary occupancy exception in 23 CFR</p>	Appendix A: Final Section 4(f) Evaluation, Lines 567 - 655

ID	Comment	Response	Reference
		774.13(d). FRA has added additional detail to the Final Section 4(f) Evaluation to support this conclusion.	
2B	With regard to the draft Section 4(f), the Department understands no feasible and prudent alternatives that avoid the use of Section 4(f) properties were identified and that the action alternatives evaluated have somewhat equal impacts to Section 4(f) properties. The draft Section 4(f) Evaluation does not make a determination regarding prudent and feasible, as defined in 23 CFR 774.17.	This determination has been added to the Final Section 4(f) Evaluation.	Appendix A: Final Section 4(f) Evaluation, Lines 1298 - 1313
2C	Document states that FRA will complete the Final Section 4(f) Evaluation at the same time as the FEIS for the Project. It will include a determination of the impacts to Section 4(f) properties resulting from the Preferred Alternative and documentation of measures to minimize harm. As a result, the Department is not likely to concur at this time.	Noted.	n/a
2D	The Department will require more information regarding alternatives, mitigation and minimization as well as FRA determination of prudent and feasible.	FRA has provided additional detail in the Final Section 4(f) Evaluation.	Appendix A: Final Section 4(f) Evaluation, Section 4.0, Avoidance Alternatives Analysis and Section 5.0, Planning Undertaken to Minimize Harm
2E	Implementation of the bicycle/pedestrian bridge is an element that would be a benefit to the NPS properties being impacted and would enhance access and connectivity to and through NPS properties.	DRPT has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-22 in FEIS/ROD Section 2.3, Measures to Minimize Harm.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60; B85; C01
2F	Finally, the Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad services and understands the rationale for expanded capacity to occur within this	FRA, DDOT, and DRPT will continue to work with NPS to minimize and mitigate impacts to resources. Project planning has involved efforts to minimize impacts to NPS resources, including coordination with NPS to develop an	FEIS/ROD Section 2.3, Measures to Minimize Harm

ID	Comment	Response	Reference
	corridor. However, we also understand the major significant impacts the project will have on NPS property, visitor use, access, and experience, impacts to additional Section 4(f) resources and that the disruption during construction will last between four and five years. The Department remains concerned with significant impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DPRT during this long-term planning process to continue to mitigate and minimize these impacts.	<p>access and staging plan that is acceptable to NPS, as described in Section 5.0, Planning Undertaken to Minimize Harm, in the Final Section 4(f) Evaluation. Additional minimization measures which FRA, DDOT, and DRPT have committed to include implementation of a construction management control plan, NPS participation in design review for elements of the Project introduced into NPS-administered properties, and a vegetation protection plan.</p> <p>For unavoidable impacts to NPS resources, FRA, DDOT, and DRPT have committed to significant mitigation in the Section 106 Programmatic Agreement (Appendix B), the DRPT-NPS Mitigation Agreement (Appendix C) and the Record of Decision. In addition to the new bike-pedestrian crossing of the Potomac River which will substantially improve connectivity within the regional trail network, mitigation commitments include a vegetation restoration plan, vegetation replacement, viewshed protection plans for the GWMP and East Potomac Park, cultural landscape inventories for the MVMH, East Potomac Park, and National Capital Region Headquarters Campus, and compensation for the loss of parking.</p>	<p>Commitment/Mitigation ID: A09; A12; A15; A17; A18; A19; A20; B01; B02; B03; B04; B05; B06; B07; B08; B09; B24; B36; B37; B40; B41; B42; B43; B44; B45; B58; B59; B60; B61; B66; B67; B68; B69; B70; B71; B72; B73; B74; B75; B76; C01; C02; C03; C04; C05; C06; C07; C08; C09; C10; C11; C12; C13; C14; C15; C16; D04</p> <p>Appendix B, Section 106 Programmatic Agreement</p> <p>Appendix C, DRPT-NPS Mitigation Agreement</p>
National Capital Planning Commission			
3A	The DEIS references NCPC's review authority over potential federal land transfers, with several locations described in the Environmental Consequences Report (Appendix D3), Scoping Report (A1), and Property and Land Use (12) chapter. The final EIS should provide more detail pertaining to transfer area size, location, impervious area change, tree removal, visual impact, and proposed mitigation. Additionally, the Record of Decision should contain a separate land transfer section to help facilitate NCPC review.	A land transfer/exchange section has been added to the Record of Decision (ROD) to facilitate NCPC review. This section includes a summary of the areas to be transferred or exchange, and the impacts to those properties.	FEIS/ROD Section 2.6.9, Land Exchange/Transfer

ID	Comment	Response	Reference
3B	The DEIS concludes that a nearby potential East Potomac Park memorial site (#13), identified by the NCPC Memorials and Museums Master Plan (2M Plan), is “not incompatible” with the preferred alternative. Both action alternatives would construct new tracks along the northside (opposite side from Site # 13) of the existing railway alignment. DDOT should ensure that the site’s functionality as a future commemorative use is preserved once potential railway improvements are complete.	As noted in NCPC’s comment, the Preferred Alternative would expand the railroad right-of-way on the opposite side of the railroad from Site #13 (see Figure 12-6 in the DEIS). After crossing I-395, the railroad expansion would occur on the same side of the railroad as Site #13 (see Figure 12-7 in the DEIS). It is not expected that this expansion would affect the features that led to identification of this site as a Prime Site for a future commemorative site. DRPT would coordinate with NCPC during final design to ensure the site’s functionality as a future commemorative site is preserved.	DEIS Chapter 12, Land Use and Property FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A15
3C	NCPC supports a new pedestrian/bicycle bridge across the Potomac River as important 4(f) mitigation for potential Long Bridge project improvements. The DEIS describes the benefit of such a crossing as improving connectivity between Long Bridge Park, George Washington Memorial Parkway, Mount Vernon Trail, and East Potomac Park. Pedestrians and bicyclists would be able to cross the Potomac River without the inconvenience and discomfort of traveling alongside motorized traffic as under current conditions. Though the new bridge is not funded at this time, NCPC supports bridge funding in conjunction with future Long Bridge-related improvements, with future design to be development in coordination with NPS, Arlington County, and other important stakeholders.	DRPT has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-22 in FEIS/ROD Section 2.3, Measures to Minimize Harm.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60
3D	As noted in the DEIS, Long Bridge is in a visible area, spanning between George Washington Memorial Parkway and East Potomac Park, near the Jefferson Memorial, within several significant/gateway view-sheds. NCPC seeks to preserve the sensitive nature of the study area setting as articulated through Commission policies from the Urban Design Element and its accompanying Technical Addendum. We encourage DDOT and other study stakeholders to identify appropriate project mitigation including	The Section 106 Programmatic Agreement includes a design review process that would include consultation with District Historic Preservation Office (DC SHPO), Virginia Department of Historic Resources (VDHR), NPS, NCPC and Commission of Fine Arts (CFA). The Design review would address, but is not limited to the following unresolved design elements: a) new railroad bridge design and engineering, including structure type, vertical clearance, visual appearance of the structural system, and alignment; b) aesthetic treatment of new	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: C01

ID	Comment	Response	Reference
	screening/softening vegetation and exploring multiple steel bridge girder and pier façade treatments as the study process continues. In particular, selecting natural paint tones and/or stone façade materials may harmonize the existing and/or new bridge spans with the surrounding natural landscape and complement existing or adjacent bridge structures. The final EIS and ROD should include specific mitigation proposals such as these.	component bridges or other structures introduced into NPS-administered properties; c) landscape design within the limits of disturbance of the Project; d) any additional signage or lighting necessitated by the Project; e) design of the bike-pedestrian crossing and any associated access ramps and trail connections; and f) construction staging and access procedures. The FEIS/ROD does not include specifics related to these elements, to allow the design review process to provide meaningful input on these elements.	
3E	NCPC encourages continued coordination between DDOT and the National Park Service (NPS) to effectively mitigate anticipated visitor use, access, experience, and Section 4(f) resource impacts to NPS property. We note that all potential affected federal property is under NPS jurisdiction. Project mitigation should be commensurate with the amount of property needed temporarily for construction and permanently over the long-term, and the expected removal of trees.	FRA, DDOT, and DRPT have coordinated extensively with NPS throughout the National Environmental Policy Act Process (NEPA) process to minimize impacts to NPS-administered property and develop acceptable mitigation for unavoidable impacts. Mitigation commitments are included in the Section 106 Programmatic Agreement and the signed Mitigation Agreement between DRPT and NPS. DRPT would continue to coordinate with NPS during construction to minimize traffic disruptions and maintain vehicular, pedestrian, and bicycle mobility on roadways during construction.	Appendix B, Section 106 Programmatic Agreement Appendix C, DRPT-NPS Mitigation Agreement FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A09; A12; A13; A15; A17; A18; A19; A20; B03; B24; B41; B42; B69; C01
National Marine Fisheries Service			
4A	The proposed project is located above the estuarine mixing zone in tidal fresh water and is not designated as essential fish habitat (EFH) for federally managed species. However, as you describe in your EIS, anadromous species have been documented as spawning near and/or migrating through the study area, including: blueback herring (<i>Alosa aestivalis</i>), hickory shad (<i>Alosa mediocris</i>), alewife (<i>Alosa pseudoharengus</i>), American shad (<i>Alosa sapidissima</i>), and	DRPT would continue coordination with NMFS during final design to determine whether time-of-year restrictions are required on in-stream construction work during specific periods when migratory fish species are most likely to be present in the Project Area or whether other avoidance and minimization measures may preclude the need for time-of-year restrictions.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A01

ID	Comment	Response	Reference
	striped bass (<i>Marone saxatilis</i>). We generally recommend that in-water construction activities that could impact the migration or spawning of these species be avoided from February 15 through June 15. We recognize that multiple, overlapping time of year restrictions make construction timelines difficult, and we will be happy to work with you and the permitting agencies to develop a timeline of what activities would be restricted at what times of year to assist in planning purposes.		
4B	You state in the EIS that SAV impacted by the temporary construction pier would likely return after removal of the pier. Given that the construction pier would be in place for more than five years, it is possible that SAV would not rebound post-removal. As a result, these impacts should be considered permanent and you should provide compensatory mitigation to offset the loss.	<p>The FEIS/ROD has been revised to indicate that the construction impacts to SAV would likely be permanent due to the length of time the cofferdam would be in place.</p> <p>A mitigation commitment has been added that during final design DRPT would develop appropriate mitigation strategies for impacts to SAV in coordination with regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 11</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: B12</p>
4C	Because of the ecological value of SAV, we recommend that if impacts cannot be avoided that in-kind mitigation be undertaken unless it can be demonstrated that the planting of SAV is not practicable. We typically recommend an in-kind compensation ratio for SAV impacts of 3:1.	Mitigation commitment added stating that for permanent impacts to SAV, DRPT would develop appropriate mitigation strategies in coordination with regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: B12</p>
4D	Compensatory mitigation should be provided for the loss of open water habitat resulting from installation of permanent bridge piers and for the temporary and permanent losses of SAV. Because there is successful SAV in the area now, and you will not be changing the depth or sediment type in the	Mitigation commitment added stating that for permanent impacts to SAV, DRPT would develop appropriate mitigation strategies in coordination with regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: B12</p>

ID	Comment	Response	Reference
	<p>project area, we recommend that after removing the construction pier you:</p> <p>(1) allow the sediment to settle;</p> <p>(2) re-plant the area for the following growing season to restore existing conditions;</p> <p>(3) mitigate for the temporal loss of SAV habitat by planting additional SAV at a 3:1 ratio, preferably in locations where SAV has been successful in the past but has disappeared or has minimal density; and</p> <p>(4) monitor the entire project site for five years to determine if there are additional SAV losses resulting from the proposed project that require mitigation and to determine the success of re-planting. If SAV growth has not been documented by year three, a second round of planting may be necessary.</p>		

Appendix D2:

Response to State and Local Agency Comments

Arlington County Board	1
District of Columbia Councilmember Silverman	1
District Department of Energy and Environment.....	1
DC Water	2
North Carolina Department of Transportation	3

ID	Comment	Response	Reference
Arlington County Board			
1A	Additionally, Arlington strongly supports including the parallel bicycle/pedestrian bridge as a required mitigating feature of the full project. Bicycle/pedestrian trips are growing in importance as part of our region's transportation network, and this connection will provide a critical link. We are pleased to see it included and expect it to be constructed as an integral component of the larger project—funded simultaneously and not as a separate project. Given the inherent challenges of implementing Potomac crossings, we would have significant concerns with any potential future proposal to separate the bicycle/pedestrian component as an independent project.	Virginia Department of Rail and Public Transportation (DRPT) has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-2 in FEIS/ROD Section 2.3, Measures to Minimize Harm.	Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60
District Councilmember Silverman			
2A	I hope the bike-pedestrian crossing will remain part of the Long Bridge Project and be completed contemporaneously. This is a once-in-a-generation opportunity to improve the connectivity between our jurisdictions, and I look forward to continuing to be a partner in advancing the District and Virginia's shared transportation goals as the project moves forward.	DRPT has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-2 in FEIS/ROD Section 2.3, Measures to Minimize Harm.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60
District Department of Energy and Environment			
3A	DOEE is very supportive of the proposed bike-pedestrian crossing and strongly prefers that the crossing remain in the final project plan. The bike-pedestrian crossing would align with important goals and targets within the District of Columbia's sustainability plan known as Sustainable DC 2.0, as well as support the goals of the District's comprehensive energy plan/climate action plan, Clean Energy DC.	DRPT has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-2 in FEIS/ROD Section 2.3, Measures to Minimize Harm.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60

ID	Comment	Response	Reference
DC Water			
4A	The Long Bridge Project team shall be aware of water mains along the corridor and within the footprint of the Project that will likely be affected by the construction of the Long Bridge. These include but are not limited to: a. 12-inch water main along Maine Ave SW - will potentially be affected as the Project intends to expand the current two-track bridge to a four-track bridge over Maine Ave SW. b. Other 8-inch and 12-inch water mains that run parallel or perpendicular to the existing tracks along Maryland Ave SW - these mains, either underground or hanging from existing bridges, will likely be affected by construction activities. c. 20-inch water main along the 12th St Expy - will likely be affected by construction activities.	Comments noted. DRPT would continue to coordinate with DC Water during final design to ensure the project avoids or minimizes impacts to existing and planned water infrastructure.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A02, A03
4B	To avoid / minimize potential disruption of water service due to construction activities associated with the expansion of Long Bridge, DDOT and FRA shall engage DC Water in the review process of the design documents.	Comments noted. DRPT would continue to coordinate with DC Water during final design to ensure the project avoids or minimizes impacts to existing and planned water infrastructure.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A02, A03
4C	Water utilities along the Corridor may need to be relocated such that existing water utilities are not compromised and service to the customers is not disrupted. FRA and DDOT shall be responsible for the relocation, protection and water service continuity during the length of the Project. The Project team is responsible for obtaining the latest information on all DC Water' assets that may be affected by the Project. This assessment does not provide an analysis of the potential construction impacts to the water infrastructure as construction details for the Long Bridge have not been provided.	Comments noted. DRPT would continue to coordinate with DC Water during final design to ensure the project avoids or minimizes impacts to existing and planned water infrastructure. Should utility relocation be necessary, DRPT would be responsible for the cost and would coordinate with DC Water to determine the appropriate entity to manage the work.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A02, A03
4D	In addition, this review does not evaluate the impact of increased water demands associated to the Long Bridge Project as the environmental impact assessment document	No increase in water demand is anticipated as part of the Long Bridge Project. The Preferred Alternative consists of	n/a

ID	Comment	Response	Reference
	does not provide information on water demand requirements.	railroad infrastructure that does not use municipal water supplies.	
4E	The Long Bridge Project EIS and subsequent design should consider how any proposed foundations will be coordinated with the Potomac River Tunnel alignment, potentially including providing piers and piles aligned with those beneath the existing bridges upstream. This includes the bike-pedestrian crossing. The proposed Long Bridge Project and bike-pedestrian crossing alternatives presented in the EIS warrant close and early technical coordination with DC Water to determine any possible impacts as both projects continue into design.	<p>Comments noted. DRPT would continue to coordinate with DC Water during final design to ensure the project avoids or minimizes impacts to existing and planned water infrastructure.</p> <p>As shown in the graphics attached to the letter from DC Water (see Appendix F, Agency and Organization Comments Received), the Potomac River Tunnel alignment has been designed to pass between the piers of the sequence of bridges making up the 14th Street Bridge Complex. Note that the piers of the new railroad bridge and bike-pedestrian crossing will be designed to line up with the existing bridges as described in Chapter 3, Alternatives of the DEIS.</p> <p>The Potomac River Tunnel has been added to the list of projects in the No Action Alternative.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata Sheets and Other Changes</p> <p>Errata ID: 05, 06, 07, 08</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A02, A03</p> <p>DEIS Chapter 3, Alternatives Lines 295-296</p>
4F	In addition to the relocation and/or protection of DC Water assets, this project needs to ensure DC Water has full access to the DC Water assets during and after construction.	Comments noted. DRPT would coordinate with DC Water during final design and construction to ensure DC Water has full access to DC Water assets during and after construction.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A02, A03</p>
North Carolina Department of Transportation			
5A	We recommend the FEIS/ROD clearly state whether the proposed improvements will accommodate the future Southeast Corridor trains coming from North Carolina that were contemplated in NCDOT's Raleigh to Richmond High Speed Rail Corridor EIS. The Long Bridge DEIS mentions the Tier I EIS for the Southeast High-Speed Railroad Corridor from Washington D.C. to Charlotte, and it refers to the DC2RVA Tier II EIS, but it does not refer to the Raleigh to	The future Southeast Corridor trains contemplated in the Raleigh to Richmond Tier II EIS (four round trips per day between Washington, DC and Charlotte, NC) are incorporated into the DC2RVA Build Alternative. The train volumes for the Long Bridge Preferred Alternative are consistent with the DC2RVA Build Alternative – therefore, they also incorporate the future Southeast Corridor trains from the Raleigh to Richmond Tier II EIS.	DEIS Chapter 3.4, Train Volumes

ID	Comment	Response	Reference
	Richmond Tier II EIS. The Tier II FEIS for the Raleigh to Richmond corridor was approved in August 2015, and the ROD was issued in March 2017.		
5B	The Raleigh to Richmond Tier II EIS looked at developing high performance rail service from Charlotte-Raleigh to Richmond with continuing service to Washington, DC and the Northeast Corridor. Does the new bridge accommodate the existing Carolinian, existing long-distance trains (Palmetto, Silver Star, Silver Meteor, Crescent, Auto Train), and the four new Southeast Corridor trains in NC in addition to the Virginia trains?	The future Southeast Corridor trains contemplated in the Raleigh to Richmond Tier II EIS (four round trips per day between Washington, DC and Charlotte, NC) are incorporated into the DC2RVA Build Alternative. The train volumes for the Long Bridge Preferred Alternative are consistent with the DC2RVA Build Alternative – therefore, they also incorporate the future Southeast Corridor trains. The existing long-distance trains are also included in the Preferred Alternative.	DEIS Chapter 3.4, Train Volumes
5C	The consequences of the no action alternative and the action alternative for the Virginia Railway Express (VRE) is well-documented as the VRE System Plan 2040 is referenced as a basis for 2040 VRE train volumes (Section 9.4.2.1). We recommend having a similar discussion in the FEIS/ROD for the benefits of the action alternative separately for CSXT, Amtrak and NS in section 9.4.1.1, where master plans, planning documents, etc. are cited, if applicable. We recommend referencing any documents in this section that can be cited as a basis for 2040 volumes. Currently table 9-4 says the action alternative 2040 volumes for Amtrak, CSXT, and NS are simply based on stakeholder input.	<p>Chapter 9.4.1, Railroad Infrastructure and Operations of the DEIS provides a similar level of detail for the impacts of the No Action Alternative and the Action Alternatives on CSXT, Norfolk Southern, and Amtrak service as described in Chapter 9.4.2.1, VRE Commuter Service. No additional detail is necessary to understand the impacts of the alternatives.</p> <p>As noted in the footnotes to Table 9-4, the volumes for Amtrak were based on the DC2RVA EIS as well as on stakeholder input. The DC2RVA EIS can be used as the planning document for long distance passenger railroad service in the corridor. The development of the train volumes for the analysis is described in more detail in Chapter 3.4, Train Volumes.</p>	DEIS Chapter 3.4, Train Volumes; Chapter 9.4.1, Railroad Infrastructure and Operations; and Chapter 9.4.2.1, VRE Commuter Service.
5D	We recommend the FEIS/ROD include a broad, albeit brief, discussion regarding indirect impacts to the Southeast Corridor. In addition to this project increasing the train traffic capacity in the corridor, the implementation of this project is also anticipated to improve travel-time reliability for trains that utilize this corridor. These improvements	Chapter 9.4.1, Railroad Infrastructure and Operations of the DEIS addresses the benefits to rail network operations. For each Action Alternative, it states that the additional tracks would have major beneficial effects on railroad operational flexibility and would reduce delays under normal operating conditions. It can be assumed that these benefits would be felt south of the Project Area, but such a	DEIS Chapter 9.4.1, Railroad Infrastructure and Operations

ID	Comment	Response	Reference
	may have the potential to have general indirect effects to the rail network south of the project area.	statement is not necessary to the EIS analysis and has therefore not been added in the FEIS/ROD.	

Appendix D3:

Responses to Operator Comments

CSXT	1
Amtrak.....	10

ID	Comment	Response	Reference
CSXT			
1A	First, the Draft Environmental Impact Statement (DEIS) should further clarify its scope. Issuance of the DEIS is a major achievement in the Long Bridge Project. However, there are many additional hurdles before construction can begin. These include matters such as securing agreement regarding operation and maintenance of the new tracks, payment to impacted property owners, and other difficult tasks that could materially impact the Project. These requisite actions, and unknown potential costs, should be further acknowledged in the DEIS.	<p>An additional commitment has been added to Final EIS (FEIS)/Record of Decision (ROD) Section 2.3, Measures to Minimize Harm to continue coordination with CSXT to develop agreements related to operation and maintenance of the new tracks, and to resolve any additional issues that may arise.</p> <p>With regard to impacts to property owners, the Project would comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and applicable District, Commonwealth of Virginia, and Arlington County laws in any instances where property acquisition or displacement would be necessary to implement the Project. If full property acquisition is required, fairly compensate property owners for the land acquired and, if necessary, provide relocation assistance.</p>	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A16; A22</p>
1B	<p>The DEIS accurately states, consistent with the National Environmental Policy Act (NEPA), that it “identifies the potential effects of the Long Bridge Project on the human and natural environment. The DEIS also identifies measures to avoid, minimize, or mitigate potential adverse impacts.” DEIS at 1-1. While this scope is appropriate, CSXT believes the FEIS should identify aspects of the Project that are not resolved by the analysis. The DEIS does not define or resolve any of the following, and should explicitly state that it is not to be interpreted as bearing on the resolution of any of the following:</p> <p>a) ownership, maintenance and governance of the newly constructed tracks;</p> <p>b) the amount of compensation owed to property owners whose rights would be impacted by the Project;</p>	<p>While it is not necessary to state in the EIS that these items have not been resolved during the NEPA process, for clarity the following statement has been added as a footnote in DEIS Chapter 1, Introduction:</p> <p>“The EIS does not define or resolve, and is not to be interpreted as bearing on the resolution of:</p> <ul style="list-style-type: none"> • Ownership, maintenance, and governance of any newly constructed tracks; • Amount of compensation owed to property owners whose rights would be impacted by the Project; • Permission to construct the Project, which much be granted by CSXT, the owner of the existing Long Bridge Corridor; 	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 01</p>

ID	Comment	Response	Reference
	<p>c) permission to construct the Project, which must be granted by CSXT, the owner of the existing Long Bridge Corridor;</p> <p>d) other permits and permissions necessary to lawfully construct the Project; or</p> <p>e) operating rights of the various carriers to use the newly constructed tracks.</p>	<ul style="list-style-type: none"> Other permits and permissions necessary to lawfully construct the Project; or Operating rights of the various operators to use any newly constructed tracks. <p>These issues are not relevant to the analysis of environmental impacts. They will be resolved in future phases of project development and implementation.”</p>	
1C	<p>These factors, along with the remaining uncertainties inherent in an engineering Project of this scale, could materially increase the costs and impacts associated with the various alternatives discussed. For example, the entity that is selected to oversee and perform maintenance on the new tracks would incur significant costs associated with these tasks, which costs should be borne by the entities for which the increased capacity is intended to serve (i.e. the passenger rail entities). The FEIS would ideally perform reasonable estimation of these costs and incorporate them into the analysis and, at a minimum, should identify them as significant and unresolved.</p>	<p>The capital cost estimates summarized in DEIS Chapter 3, Table 3-13, are based on conceptual engineering and are intended to provide a comparative cost between alternatives to assist environmental decisions to be made. As explained in DEIS Appendix B7, Conceptual Engineering Cost Estimates Report, the cost estimates include allowances for variables such as environmental mitigation and purchase of real estate. The cost estimates also include large contingencies based on the level of unknowns at this stage of project design. At this stage of project design, it is not appropriate to perform more detailed cost estimates.</p>	<p>DEIS Chapter 3, Table 3-13</p> <p>DEIS Appendix B7, Conceptual Engineering Cost Estimates Report</p>
1D	<p>While there are many factors that would likely increase complexity of the Project beyond what is discussed in the DEIS, one of the most complex areas of the Project is the Maryland Ave to L’Enfant Interlocking area. DDOT and FRA’s selected proposed track configuration in this area does not meet CSXT’s company-wide safety-based clearance requirement that newly constructed track include 15 foot track spacing. DEIS at 3-28. CSXT proposed various changes to DDOT and FRA’s original proposal for this area, aimed at maintaining safety and a reasonable allocation of risk. The CSXT proposal included, among other things, adjusted clearances and added safety features to help mitigate the risks associated with building this area of track with sub-optimal clearances. Many of these proposed</p>	<p>As noted in the comment, FRA and DDOT have incorporated many of CSXT’s proposed features into the conceptual engineering design developed for the DEIS. DRPT will continue to coordinate with CSXT to consider CSXT’s remaining requested items during later design phases. DRPT will address operational impacts of the reduced track spacing and lateral clearance between Maine Avenue SW and LE Interlocking in design refinement.</p>	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A22</p>

ID	Comment	Response	Reference
	features have been incorporated into District Department of Transportation (DDOT) and Federal Railroad Administration's (FRA) design. There are, however, several outstanding requirements CSXT set forth in its letter of September 18, 2018. Satisfaction of the remaining requested items is important to CSXT's ability to safely and cost-effectively operate in the as-proposed track configuration for this area.		
1E	CSXT understands that not all details of the Project legally need be, nor practically can be, resolved prior to the issuance of a FEIS. And, even in light of the uncertainties discussed in this section, CSXT believes DDOT and FRA have selected well from the action alternatives available. Therefore, CSXT proposes that the FEIS address these unknown factors by acknowledging that they have yet to be resolved and further discuss the potential uncertainty they create.	See response to Comment 1B .	n/a
1F	<p>The DEIS acknowledges that CSXT owns the current Long Bridge. It should further acknowledge that CSXT is also the property owner in the Long Bridge corridor where many of the new proposed interlockings would be built. Chapter 12 of the DEIS discusses impacts to property owners including, for example, loss of parking spaces at the Washington Marina and "small impacts to the properties along the right-of-way." DEIS at 12-13. But it entirely ignores the very substantial impacts of the Project to CSXT's property rights within the right-of-way.</p> <p>In order for the Project to be constructed, CSXT would be required to commit a significant portion of its right of way to the new tracks and ancillary structures, need for which is driven by passenger rail demands, not CSXT's own freight rail demands. Commitment of CSXT's property to this non-business-driven use would significantly diminish the value</p>	<p>The DEIS acknowledges CSXT's ownership of the Long Bridge Corridor in Chapter 12, Line 108 where it states "CSX Transportation (CSXT) owns the Long Bridge Corridor, which it acquired in 1999."</p> <p>The following paragraph has been added following Chapter 12, Line 261:</p> <p>"The existing railroad right-of-way is owned by CSXT. Action Alternative A would require CSXT to commit a significant portion of its right-of-way to new tracks and ancillary structures, which would be used primarily for passenger operations. The specific nature of the impacts would be determined during later phases of project development, based on agreements between CSXT, DDOT, and Virginia Department of Rail and Public Transportation (DRPT)."</p>	<p>DEIS Chapter 12, Line 108</p> <p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 61</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A16; A22</p>

ID	Comment	Response	Reference
	of the property to CSXT. Just as the DEIS discusses less substantial impacts to other private property interests and mitigation for these impacts, so too must it discuss the impacts to CSXT and appropriate mitigation. For example, the DEIS acknowledges that in order to mitigate private property loss the Project must “appropriately compensate property owners for loss of parking spaces and revenue.” DEIS at 12-31. CSXT’s loss of property and potential revenues associated with the loss of use of a portion of its right of way must also be incorporated into the analysis.	<p>This text has not been added for Action Alternative B because Chapter 12, Line 263 states “Action Alternative B would cause the same property impacts as Action Alternative A.”</p> <p>DRPT would continue to coordinate with CSXT regarding agreements related to operation and maintenance of the new tracks, and to resolve any additional issues that may arise, including appropriate compensation for use of the railroad right-of-way.</p>	
1G	Third, the DEIS states that there would be certain short term outages on the entire corridor during Project construction. CSXT’s position throughout the DEIS process has been, and continues to be, that two tracks must remain in operation throughout the entire construction of the Project. If FRA and DDOT persist in the view that short term outages are truly unavoidable, further discussions are necessary to determine how to mitigate the associated impacts to CSXT’s freight rail operations. CSXT would be pleased to make engineering and operating resources available for purposes of those discussions.	DRPT would continue to coordinate with CSXT to develop construction staging and phasing to minimize impacts to railroad operations. To the extent that impacts are unavoidable, DRPT would work with CSXT to determine appropriate mitigation.	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A22</p>
1H	CSXT has previously explained to DDOT and FRA that in order to avoid impacts to its operations, it needs two tracks available for use throughout the entirety of construction with no outages. The DEIS nonetheless states that “it is anticipated that over the duration of the Project, there would be seven night outages, one day outage, and three 55-hour weekend outages that would affect maintaining two-track operations.” DEIS at 9-23. While these impacts may seem minor in comparison to the duration of the Project, they nonetheless would impact CSXT’s operations to an extent not previously anticipated. Mitigation of these impacts should be considered in the FEIS and must be discussed among the stakeholders.	See response to Comment 1G .	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A22</p>

ID	Comment	Response	Reference
1I	In addition, CSXT questions whether it is appropriate to identify potential outages to two-track operations with this level of detail at this stage in the project. The need for outages would no doubt evolve over the course of the more detailed design. CSXT would be pleased to make engineering and operating resources available to help minimize the extent of outages required in the final design.	<p>Given the complexity of the construction phasing for the Long Bridge Project, construction staging, and phasing were developed to understand potential impacts. In some cases, a larger area of impact needed to be assumed until further design development could occur. During final design, DRPT would continue to work with CSXT to develop construction staging and phasing to minimize impacts to railroad operations.</p> <p>Added acknowledgement that outages made depend on design and engineering developments to the summary of potential temporary impacts in Table 1-2 of the FEIS/ROD.</p>	<p>FEIS/ROD Section 1.2.2, Comparison of Transportation and Environmental Consequences, Table 1-2</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A04; A05; A22</p>
1J	Finally, the DEIS should acknowledge that the anticipated night and weekend closures would disproportionately impact CSXT's freight operations, which predominantly occur on nights and weekends to allow passenger train traffic to predominate during prime commuting hours.	<p>The following sentence has been added to the analysis in Chapter 9.5, Temporary Impacts:</p> <p>"While scheduling interruptions to two-track service for nights and weekends would minimize disruptions to commuter and passenger rail service, these interruptions would disproportionately impact CSXT's freight operations, which predominantly occur on nights and weekends to prioritize passenger train traffic during prime commuting hours."</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 40</p>
1K	Fourth, there are a number of issues that should be corrected with regard to the DEIS evaluation of noise impacts associated with the selected alternative.	See responses below.	n/a
1L	The DEIS concludes that the relatively high existing noise conditions at the Mandarin Oriental Hotel are "due to the presence of wheel squeal generated by trains on the curved track." DEIS at 13-6. This conclusion is uncited and CSXT is unaware of support for it. It should be supported in the FEIS by detailed data. In addition, the FEIS should acknowledge that wheel squeal is not the only source of	As discussed in the DEIS Appendix D2: Affected Environment Report , noise measurements were conducted on the Maine Avenue pedestrian bridge adjacent to the Mandarin Oriental Hotel near the closest point of the building to the Long Bridge Corridor. Measurements during the midday period included two long CSXT trains, one Virginia Railway Express (VRE) train, and one Amtrak train. During the afternoon peak period, there were a total of five	DEIS Appendix D2: Affected Environment Report

ID	Comment	Response	Reference
	noise impacts. This would increase flexibility in considering potential mitigation measures.	Amtrak and VRE trains. There were no train pass-bys during the nighttime period. The tracks are curved along this segment of the corridor and most trains generated significant wheel squeal, which created high frequency tonal conditions. Observations and measurements of train pass by events showed that wheel squeal significantly contributed to the overall noise level from train passbys.	
1M	In light of the importance accorded wheel squeal to the analysis, the FEIS should acknowledge that the selected action alternative may result in an increase in curvature of the track adjacent to the Mandarin Oriental Hotel. The proposed track configuration near the Mandarin Oriental Hotel increases the degree of curvature from 5.45 degrees to approximately 8.15 degrees. DEIS Appendix B5 at Option 2 Plan Figure. The steeper proposed curve would undoubtedly increase the likelihood of wheel squeal, a fact that must be acknowledged, quantified, and mitigated in the analysis. CSXT has previously encouraged DDOT and FRA to reduce the curvature in this area. While the 8.15 degree curve is slightly less steep than prior proposals considered, CSXT nonetheless believes efforts should be made toward further reduction.	With the Action Alternatives, the increase in track curvature near the Mandarin Oriental Hotel does have the potential to increase the likelihood of wheel squeal conditions. The FEIS has been updated (see DEIS Chapter 13.4.1.2 and 13.6.1) to acknowledge this factor and how it would be addressed as the project advances.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 94, 97
1N	The DEIS discusses that construction noise limits are more restrictive at night, but fails to adequately acknowledge that most construction would be required to occur at night during these more restrictive periods. The analysis states that "If construction occurred at night, noise levels would exceed the District nighttime limit (65 dBA [Lmax]) at all locations within approximately 500 feet from construction activities." DEIS at 13-13 (emphasis added). Elsewhere in this Chapter, the DEIS acknowledges that there are important receptors within 500 feet of the rights of way where construction would occur, including the Mandarin Oriental Hotel and the Portals V Residences. In order to	The FEIS has updated the discussion regarding nighttime construction to indicate that when construction occurs at night there would likely be exceedances to the District nighttime noise limit. As described in DEIS Chapter 9, Transportation and Navigation , the likelihood of nighttime construction has been presented including that construction staging would be developed to maintain two-track service in the Local Study Area as much as feasible, with disruptions scheduled primarily for nights and weekends.	DEIS Chapter 9, Transportation and Navigation, Lines 544-546 FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 40,95

ID	Comment	Response	Reference
	ensure minimal interruptions to track operations, much of the construction would need to occur at night. The FEIS should, therefore, acknowledge the potential for more temporary night noise impacts than are currently discussed.		
10	The DEIS concludes that use of a wayside top-of-rail friction modifier system and gauge-face lubrication would “eliminat[e] the presence of wheel squeal.” DEIS at 13- 15. The use of the word “eliminating” in this discussion is inappropriate as these systems have been shown only to reduce the impacts of wheel squeal.	The FEIS has been updated to address that proposed mitigation measures would likely reduce, but not necessarily completely eliminate, wheel squeal conditions.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 94, 97
1P	The DEIS concludes that the wheel squeal mitigation measures would result in a 12 dBA reduction at the Mandarin Oriental Hotel and a 10 dBA reduction at the Portals V Residences. These conclusions are uncited and CSXT is unaware of support for them. The FEIS should provide citations and data to support these conclusions. It is likely also appropriate to provide approximate ranges of anticipated reductions, rather than definitive amounts of dBA reduction.	DEIS Appendix D3: Environmental Consequences Report (see page 10-32), presents predictions of the estimated noise reduction that would be provided by a top-of-rail friction modifier system and gauge-face lubrication.	DEIS Appendix D3: Environmental Consequences Report, Page 10-32)
1Q	The FEIS should clarify that under the no action alternative, noise related to individual freight trains would not change and that any increased noise resulting from freight trains is a result of increased market demand for freight services. The DEIS concludes that under the No Action Alternative, noise at the Mandarin Oriental Hotel and Portals V Residences would increase by 3.9 dBA by 2040. DEIS at 13- 7. This conclusion is driven, in large part, by the fact that the DEIS projects an increase in the number of CSXT trains travelling through the corridor per day from 18 to 42 by 2040. DEIS at 3-29. The conclusion that CSXT would increase its daily traffic by 24 trains, or 130% over existing levels, was drawn from the Environmental Impact Statement for the DC to Richmond Virginia High Speed Rail	Train volumes for the Long Bridge Project were developed to estimate railroad performance in the Corridor and to inform the evaluation of the alternatives. While the number of freight trains used is the same as used in the DC2RVA project, CSXT representatives agreed that this was a reasonable assumption. To address CSXT’s concern, language has been added to Chapter 3 and Chapter 13 acknowledging the uncertainty of projecting freight rail volumes in 2040.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 09, 93

ID	Comment	Response	Reference
	(DC2RVA) project. However, as noted in the DC2RVA FEIS, “CSXT actual freight growth may be greater or less than the projected growth rates based on market demands.” DC2RVA FEIS at 2-49. There is significant uncertainty in projecting the actual volume of freight train traffic in the No Action Alternative because it is driven by unknowable future market conditions. Whether or not the associated noise impacts would occur is similarly uncertain. The FEIS should acknowledge this uncertainty.		
1R	The DEIS should clarify that an increase in number of trains, resulting in an increase in noise impacts, is far more certain under the selected action alternative than under the no action alternative. As discussed above, the predicted increase in freight traffic is subject to significant uncertainty. On the other hand, that the number of passenger rail trains would increase under the selected action alternative is a certainty and the primary goal of the Project. That noise impacts would increase under the selected action alternative is far more likely than that noise impacts would increase under the no action alternative. As such, the conclusion that the selected action alternative results in lesser noise impacts than the no action alternative should be reevaluated to take into account the relative likelihood of increased impacts in each scenario. This in no way alters CSXT’s support for the selected alternative. Rather, we raise this simply to inform the discussion regarding appropriate mitigation.	As presented in the DEIS Chapter 13, Noise and Vibration (lines 71-72), noise impact criteria compare the existing noise conditions to future noise conditions for the Action Alternatives. No Action Alternative noise levels have been presented to present potential changes in noise conditions.	DEIS Chapter 13, Noise and Vibration, Lines 71-72
1S	Fifth, there is a discrepancy between the clearances proposed for the Maryland Avenue to L’Enfant interlocking in the body of the DEIS and the plans described in Appendix B5. Appendix B5 appears to be a prior version of the Report in which Option 2, the selected Option, includes 13-foot track centers with 8.5 foot lateral clearances. As described in Chapter 3 of the DEIS, “Amtrak, VRE, and DRPT have	The inconsistencies noted are due to the different purposes of the DEIS and Appendix B5, Maryland Avenue SW to L’Enfant Interlocking Clearance Assessment. The appendix was missing a cover sheet, which has since been inserted, explaining the purpose of the report and subsequent decisions.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 190

ID	Comment	Response	Reference
	<p>agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance” in this area. DEIS at 3-28. Appendix B5 should be replaced with a version that reflects the current approach.</p>	<p>Specifically, the purpose of the report, finalized in September 2018, was to provide an assessment of the existing and proposed horizontal alignment within this segment of the project to determine the feasibility of various four-track alignment options between the north end of Maine Avenue and L’Enfant Interlocking. Of the options assessed, the report recommended proceeding with Option 2, which would have 13-foot track spacing and a minimum of 8.5-feet horizontal clearances. After reviewing the report, CSXT stated that they would be more likely to accept an option with 14-foot track centers and 7.5-foot minimum lateral clearance. Therefore, FRA and DDOT developed conceptual engineering plans for the Action Alternatives with the requested spacing, and these plans were used for the analysis of impacts in the DEIS. The appendix contains the original analysis, and therefore discusses 13-foot track centers with 8.5-foot minimum lateral clearance, rather than the 14-foot track centers and 7.5-foot minimum lateral clearance shown in the conceptual engineering plans and used for analysis in the DEIS.</p>	
1T	<p>As noted in the DEIS, “Amtrak, VRE, and DRPT have agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance” for the challenging tunnel area below Maryland Avenue in the District. DEIS at 3-28. DDOT and FRA have also endorsed this approach, including in the Appendix B6 Conceptual Engineering Plans. Appendix B5, however, reflects an old DDOT and FRA proposal for Option 2, the selected Option, that relies on 13-foot track centers and 8.5 foot minimum lateral clearances. DEIS Appendix B5 at p. 5. The Appendix should be corrected to reflect DDOT and FRA’s current proposal for the area, a proposal that has garnered more stakeholder report than that set forth in the current version of Appendix B5.</p>	<p>See response to Comment 1S.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 190</p>

ID	Comment	Response	Reference
Amtrak			
<p>See Appendix F, Agency, Operator, and Organization Letters Received for the full text of the letter from Amtrak. Substantive comments are responded to below. In the letter, Amtrak states that they strongly support the goal of expanding rail capacity across the Potomac River, and stated that “the project design team has adeptly engaged the stakeholders to create an optimal alignment through the very physically-constrained corridor.” Amtrak also states that the Preferred Alternative “is consistent with Amtrak’s preference for infrastructure and service plans providing adequate infrastructure that can reliably support each carrier’s projected service growth” and that “the engineered design of the Preferred Alternative should support optimal passenger train operations.”</p> <p>Amtrak also expresses concern that some of the design assumptions made for the Long Bridge Project and other independent projects in the corridor “may inhibit or limit passenger train performance.” For the Long Bridge Project, Amtrak expresses specific concerns related to the reverse “S” curves proposed at each end of the new bridge, which would require limiting train speeds to 40 miles per hour (mph). Amtrak states that they have simulated high-performing train operations with the 40-mph curves and the curves result in the lose of up to one and a half minutes in travel time.</p>			
2A	<p>Amtrak believes these sub-optimal passenger train speed restrictions can be eliminated with minor environmental impact through additional adjustments to the conceptual design. Eliminating these remaining design-imposed speed restrictions (up to a 70 mph design speed goal) will shorten travel times for all passengers using the new bridge and enhance the values of rail passenger services otherwise facilitated by the project. Eliminating unnecessary speed restrictions also lowers the long-term risk of functional obsolescence risk as rail passenger transport technology emerges with higher-performing equipment, an objective that Amtrak is currently pursuing.</p> <p>Speed optimizations will require minor modifications to structural designs developed during conceptual engineering. From the drawings reviewed, it appears the S curve can be eliminated entirely on the District side of the new bridge by extending the tangent alignment off the bridge to the I-395 undergrade bridge area, then designing a curve with a much higher radius (lower angle degree) to transition into the alignment along 14th Street SW. This would change the location and alignment of proposed</p>	<p>FRA appreciates the depth of review and supporting information provided by Amtrak on the DEIS and acknowledges Amtrak’s support for the project goals and a desire to enable higher train speeds in the corridor. The design of the Action Alternatives in the DEIS attempted to balance the competing considerations including efficiency of future train operations, the desire to minimize impacts to park property (including significant NPS-administered properties), cost, construction impacts to railroad operations, constructability, operations, and maintenance. FRA believes that the current design meets the needs of railroad operations while also minimizing impacts to the extent practicable. FRA and DRPT will continue to coordinate with Amtrak and CSXT during future design phases to optimize the design from the operators’ perspective within the constraints of the corridor.</p>	<p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A06</p>

ID	Comment	Response	Reference
	bridges over WMATA and I-395, while containing the revised alignment, with only minor adjustment, within the existing conceptual engineering footprint. In addition, dependent on the engineering confirmation, part of the optimized alignment might shift closer to 14th Street SW, resulting in the need to shift the proposed retaining wall, but not to the point of encroaching into 14th Street SW.		
2B	The Northern Virginia approach is more challenged in effectuating an increased design speed commensurate with optimized passenger train operations as an S curve configuration will still be required to join the future bridge alignment to the existing railroad right-of-way. Reducing this curvature may entail modifications to the preliminary bridge design over the river and George Washington Memorial Parkway (GWMP) as well as potentially additional right-of-way width in the extreme corner of the Long Bridge Park, (where the preliminary design right-of-way already encroaches into the park). Specifically, refinement of design to reduce the curve sharpness might include a slight curve over the water on the new bridge's southern approach spans. As with the bridge modifications on the District side, the bridge over the GWMP would shift in location and angle, but the new design would substantially be in a similar location to that propose in the preliminary engineering design. In preliminary design, a constraint on the latitude of the S curve design was imposed to accommodate the existing RO Interlocking configuration; however, modification of the RO design and required functionality could be resolved in final design phases with plausible solutions beyond the bridge project's limits.	See response to Comment 2A .	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A06
2C	Another advantage of large radius (low degree) curves is that the optimal required superelevation for passenger train operation can be lower, and closer to low-speed	See response to Comment 2A .	FEIS/ROD Section 2.3, Measures to Minimize Harm

ID	Comment	Response	Reference
	freight train superelevation. One objective of the Long Bridge Project is interoperability of freight and passenger trains. Target speed for freight train operations in the design is 40 mph, but in reality, operations can be much slower due to nearby curves, signals, and turnouts. For freight, particularly in congested areas subject to stopping and starting such as Long Bridge, curve superelevation values are often kept at low to moderate levels to improve train handling. On the other hand, passenger trains that can be running at much higher speeds will require higher superelevation if the curves are relatively sharp (low radius/high degree) for optimum passenger comfort. Curves designed with as large a radius (low degree) as practical minimize these potential design conflicts.		Commitment/Mitigation ID: A06
2D	Amtrak's request is that the EIS and subsequent Record of Decision (ROD) accommodates the abovementioned changes to the current conceptual engineering plans in the final design of the Preferred Alternative. This can permit a transitional refinement from preliminary to final design to thoroughly evaluate these modification suggestions without impacting project construction timeline by reopening the ROD and subject the project to additional delay. These proposed modifications can be accomplished independent of final decisions regarding facility ownership, development of detailed operating plans, and other stakeholder requirements. Amtrak has been a consistent and valuable stakeholder from the start of this project and continues to have a strong and long-term interest in this project. We would like to continue our involvement as an important stakeholder moving into final design and construction for this project.	See response to Comment 2A .	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A06

Appendix D4:

Responses to Other Organization Comments

Alexandria Bicycle & Pedestrian Advisory Committee (BPAC)	1
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Crystal City Civic Association	7
Friends of Long Bridge Park	9
Friends of Mount Vernon Trail.....	10
National Ferry Corporation.....	11
Southern Environmental Law Center	12
Virginians for High Speed Rail	14
Washington Bicyclists Association	15
Washington Marina Company	15

ID	Comment	Response	Reference
Alexandria BPAC			
1A	We hope that the final Environmental Impact Statement will consider suggestions for improving the proposed pedestrian and bicycle bridge such as increasing platform size to accommodate a wider variety of bikes. The platforms on the ramp between the Mount Vernon Trail and the bridge are not wide enough to adequately accommodate all trail users such as those riding cargo bikes or tandem bikes, or pulling bike trailers or trail-a-bikes.	During final design, Virginia Department of Rail and Public Transportation (DRPT) would explore options for bike-pedestrian bridge design that balances the needs of all users with other factors, such as safety, cost, and impacts to National Park Service (NPS) property.	Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B39
1B	The pedestrian and bicycle bridge should be built at the same time as the rail bridge to reduce the amount of time that the Mount Vernon Trail will be impacted.	During final design, DRPT would continue to pursue opportunities to minimize additional impacts from construction of the bike-pedestrian crossing, including options for constructing elements of the bike-pedestrian crossing concurrently with the railroad bridge.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B85
1C	The project should include construction of the Gravelly Point bypass which is currently in the National Park Service's Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic.	While it is possible the new bike-pedestrian crossing would increase traffic on the Mount Vernon Trail (MVT), it could also alleviate traffic by providing an alternate connection between the District and Crystal City. In addition, the bike-pedestrian crossing itself is significant mitigation for impacts to the George Washington Memorial Parkway (GWMP) and MVT. Therefore, additional mitigation is not appropriate.	n/a
1D	The bridge should incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.	See response to Comment 1A .	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B39

ID	Comment	Response	Reference
Audubon Naturalist Society			
2A	Restore impacted areas to a higher ecological function than were previously, when possible ANS understands that projects like this will come with environmental impacts. However, this project also has the opportunity to plan for restoration of impacted areas with an eye towards enhancing the impacted property over what currently exists today. For example, the staging areas in the clover leaves should be restored with native trees, with a plan to sustain them for up to a year following the replanting, with regular watering and invasive plant controls. A restoration approach should be considered for all environmentally impacted areas.	DRPT would minimize impacts to the extent practicable. Where impacts are unavoidable, DRPT would restore areas to their pre-construction function and appearance, either through reseeding or replanting of woody vegetation using native species. DRPT would reestablish terrestrial vegetation removed for construction activities where possible and in coordination with any reforestation requirements. DRPT would maintain trees and vegetation for 3-5 years following planting.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B08
Committee of 100			
3A	<p>We hope that the new two-track bridge being proposed to link the District with Virginia will eliminate the current bottleneck and provide for separating passenger and freight traffic as the Committee has requested before. However, we are surprised and disappointed by the significant errors that confuse the track spacing in the Maryland Avenue SW Corridor by showing it at 13 feet in some tables and diagrams, and 14 feet in the text and other diagrams. Detailed examples are presented below.</p> <p>The potential solution as described for the design restrictions of the Maryland Avenue SW Corridor will enable four tracks to be installed. Their construction, along with improvements proposed for the L'Enfant Plaza VRE Commuter Rail Station (under a separate project), offers the opportunity to significantly improve commuter rail service through the corridor. But the confusion in the document, 13-foot track centers or 14-foot, raises other questions about what else may be wrong.</p>	<p>The inconsistencies noted are between the Draft EIS (DEIS) and Appendix B5, Maryland Avenue SW to L'Enfant Interlocking Clearance Assessment. The appendix was missing a cover sheet, which has since been inserted, explaining the purpose of the report and subsequent decisions.</p> <p>Specifically, the purpose of the report, finalized in September 2018, was to provide an assessment of the existing and proposed horizontal alignment within this segment of the project to determine the feasibility of various four-track alignment options between the north end of Maine Avenue and L'Enfant Interlocking. Of the options assessed, the report recommended proceeding with Option 2, which would have 13-foot track spacing and a minimum of 8.5-foot horizontal clearances. After reviewing the report, CSXT stated that they would be more likely to accept an option with 14-foot track centers and 7.5-foot minimum lateral clearance.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 190</p>
3B	However, there are errors in the presentation. Initially, CSXT requested their minimum 15-foot track spacing design	Therefore, FRA and DDOT developed conceptual engineering plans for the Action Alternatives with the	

ID	Comment	Response	Reference
	standard be maintained for freight tracks. However, CSXT, Amtrak, VRE, and DRPT all requested the analysis to evaluate 13-foot spacing for passenger trains. As stated on page 3-28 and later on page 18-9, CSXT and operators Amtrak, VRE, and DRPT have agreed to accept 14-foot track centers. But examining the plans and tables of Appendix B5 (Clearance Assessment), track centers of 13 feet with a minimum of 8.5 feet lateral clearance are given as the preferred design. This will fit four tracks underneath Maryland Avenue, between the existing buildings and retaining walls with minimal or no significant obstacles. These dimensions have been identified as the minimum acceptable geometry by current operators. Support letters have been received from Amtrak, VRE, and DRPT, which are included in the appendix, but only one, VRE, specifically supports the 8.5-foot lateral clearance. Additional inconsistencies are found in other chapters, such as page 9-31 that states 14-foot track centers. Then Appendix B6 shows 14-foot centers as well on the conceptual engineering plans.	requested spacing, and these plans were used for the analysis of impacts in the DEIS. The appendix contains the original analysis, and therefore discusses 13-foot track centers with 8.5-foot minimum lateral clearance, rather than the 14-foot track centers and 7.5-foot minimum lateral clearance shown in the conceptual engineering plans and used for analysis in the DEIS.	
3C	There are no letters of support from MARC and NS. Although not listed, the Committee assumes that MARC and NS have been involved in these discussions. They should be added to the list of stakeholders involved.	MARC and NS have been invited to participate in the Long Bridge Project, but to date have not accepted the invitation. MARC does not currently have operating rights on Long Bridge or in the corridor. While Norfolk Southern does have operating rights (which they do not currently use), CSXT's clearance requirements would govern for all freight traffic.	n/a
3D	The track spacing in the Maryland Avenue SW Corridor needs to be clarified – will it be 14-foot track centers or 13-foot track centers? What will be the lateral clearances? How will the 14-foot track centers impact the estimated costs for structural improvements in the Maryland Avenue Corridor as shown in Table 1-1 for Option 2, with 13-foot track centers? Option 2 is the preferred option to minimize structural improvement costs. As the DEIS states, proceeding with any option other than Option 2 presents a significant risk to public financing for	See response to Comments 3A and 3B above.	n/a

ID	Comment	Response	Reference
	the project. How will 14-foot track centers impact this financing?		
3E	Cross Section A-A of Figure 3-12, page 3-24, illustrates the required lowering of the tracks through the Maryland Avenue SW Corridor to provide the increased overhead clearances needed for freight and passenger service. Later, on page 3-27 (line 450) it states that the preliminary design should not preclude future electrification along passenger tracks. So, will the tracks in the Maryland Avenue SW Corridor be lowered to the depth needed so that future electrification can be installed? Or will that additional excavation wait until there is a funded plan for electrifying the passenger route to Richmond? Future electrification is discussed in Appendix B2, Structures Study Report, Section 7.2 Future Electrification, but no details regarding Maryland Avenue SW are given.	Any future electrification in this location would use the lowest profile equipment available at the time. Based on industry trends, it is expected that the required clearance would be lower than required for current equipment. However, some lowering of the track may be needed depending on equipment used.	n/a
3F	Also, Appendix B2, Sections 7.1 Bike-Pedestrian Crossing and 7.2 are discussed on page 27, not page 28 as shown in the Table of Contents.	Table of contents for Appendix B4 has been updated (Appendix B4 is the correct reference).	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 189
3G	Although not a part of the Long Bridge Project, the importance of coordinating the adjacent L'Enfant Plaza VRE Station improvements with the construction of the four tracks and establishing a direct connection to the L'Enfant Plaza Metro station below (with its five routes – Orange, Blue, Silver, Green and Yellow) cannot be stressed enough. This will make a joint L'Enfant Plaza VRE/Metro station a major transportation hub in SW DC.	The VRE L'Enfant Plaza Station Improvements Project and the Long Bridge Project are separate projects, and therefore any connection between VRE and Metrorail is outside the scope of the Long Bridge Project.	n/a
3H	At the Public Meeting on October 22, Committee members discussed with DDOT staff details about the safety of the Maryland Avenue SW Corridor. One question concerned the DC Department of Energy and the Environment (DOEE) and whether they had been involved since that office is responsible for investigative and surveillance activities related	DDOT has coordinated with the DOEE Rail Safety and Emergency Response Division. As stated by DOEE, the Long Bridge Project is under the purview of FRA. The District's Rail Safety Act is guided by several pieces of Federal legislation. Section 108c(c), cited in the comment, refers to railroad safety activities within FRA's	n/a

ID	Comment	Response	Reference
	<p>to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District.</p> <p>DC Law 21-254. Rail Safety and Security Amendment Act of 2016, Section 108c (c) states: "The Director may engage in investigative and surveillance activities related to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District and may take enforcement actions, to the extent permissible under 49 U.S.C. § 20101 et seq.), or any regulation issued thereunder,"</p> <p>The Virginia DRPT is an active participant, but there is no description of DOEE's participation in evaluating the safety of what is being proposed. We were assured that DOEE staff had attended several meetings, and DOEE is listed as a Participating Agency in Table 25-2. What comments or input did they have when reviewing the safety of what is being proposed?</p>	<p>purview. Under 49 CFR 212, State Participation Regulations (FRA), the District is given the authority to inspect and enforce existing railroads within the District once certified. DOEE has not yet been certified. In addition, this authority applies to safety of existing railroads. As stated in 49 CFR 212.01(d), "The principal role of the State Safety Participation Program in the national railroad safety effort is to provide an enhanced investigative and surveillance capability through assumption, by participating State agencies, of responsibility for planned routine compliance inspections."</p> <p>49 CFR 674, State Safety Oversight (FTA), does empower the District to perform surveillance, inspection, and enforcement duties which would begin in the pre-engineering stages on any new start or augmentation of existing infrastructure. This only applies to rail fixed guideway public transportation systems located solely within the District. As noted in 49 CFR 674.7, "Rail fixed guideway public transportation system means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction." Given the Long Bridge Corridor is an FRA-regulated facility, this rule does not apply.</p>	
31	<p>The Committee has raised questions in the past as to the accuracy of the 2040 train volume estimates. It appears that the latest projections reflect the most up to date data available from all railroads involved. As passenger demand and freight traffic grow, the train volumes for all rail users will eventually reach the projected 2040 volumes as presented in</p>	<p>As part of Phase II of the Long Bridge Project, operations simulation modeling was conducted to determine which Long Bridge Corridor future infrastructure scenario would produce the best operational results given future service growth and other changes in rail operations. Out of the scenarios tested, the future build scenario with four tracks would match the future capacity of the</p>	n/a

ID	Comment	Response	Reference
	various tables. Have any estimates been made as to what the actual capacity of the 4-track Long Bridge will be?	planned four track rail line north and south of the project and was best able to handle the demands of future freight and passenger service levels. This scenario produced results that were operationally superior to the two-track and three-track scenarios.	
3J	Although not required for the Long Bridge Project, the pedestrian and bicycle bridge examined as mitigation for loss of parkland presents an opportunity to provide an important connection within the regional trail system, linking Crystal City and the District. As explained in the Executive Summary, the bridge would connect Long Bridge Park with NPS Parking Lot C in East Potomac Park. Ramps would connect the crossing with a path just north of the new Long Bridge Park Aquatic Center, the Mount Vernon Trail, and East Potomac Park. The Committee hopes that the design effort will examine additional connections to bicycle paths in the District and Virginia, such as to Washington Marina or the Mandarin Oriental Hotel pedestrian bridge to improve capacity and safety for bicyclists and pedestrians alike.	As described in DEIS Chapter 22, Bike-Pedestrian Crossing, Lines 298-301, there is not sufficient space between the railroad corridor and US 1 to directly connect the bike-pedestrian crossing over the Washington Channel to the Washington Marina or the Mandarin Oriental Hotel. There are other potential paths through East Potomac Park and across the Washington Channel, but these would need to be pursued as part of separate projects.	DEIS Chapter 22, Lines 298-301
3K	<p>The Executive Summary, on page 26, states that noise and vibration levels will increase under the preferred alternative as more trains begin operations. For example, increased noise levels are expected to exceed FRA severe noise criteria at the Portals V Residences, the Mandarin Oriental Hotel and parts of Long Bridge Park. Noise would also exceed FRA moderate noise criteria in other parts of Long Bridge Park.</p> <p>The only reference to vibration impacts occurs when construction activities are discussed, but no mention of increased vibrations due to the increase in train traffic is mentioned for any location. However, Appendix D1: Methodology Report, Section 11, Noise and Vibration, explains the need for noise and vibration studies for both construction monitoring and train vibrations. These details should be</p>	Vibration measurements were taken as part of the analysis and are described in detail in Appendix D2, Affected Environment Report. The vibration analysis is described in Appendix D3, Environmental Consequences Report and Chapter 13, Noise and Vibration. The analysis concluded that there would be no permanent vibration impacts. In order to focus the Executive Summary on "key impacts," the lack of permanent vibration impacts was not discussed. The lack of construction vibration was discussed in the executive summary because several stakeholders had raised the concern.	DEIS Chapter 13, Noise and Vibration; DEIS Appendix D2, Affected Environment Report; DEIS Appendix D3, Environmental Consequences Report

ID	Comment	Response	Reference
	added to the Executive Summary. Before construction begins, vibration data from train operations should be recorded to enable appropriate before/after studies to be conducted.		
Crystal City Civic Association			
4A	We understand that the 1.8 mile Long Bridge Project is a project in itself, but it also is a piece of a multi-project initiative called DC2RVA. It is not clear to us whether and/or how the increments of all of the various projects are added together.	The Long Bridge Project and the DC2RVA Project are separate projects with independent utility (meaning that each project is usable and has a purpose even if other transportation investments are not made). For the Long Bridge Project EIS, impacts of the two projects when considered together are addressed in DEIS Chapter 21, Cumulative Impacts. The projects would tie together at the RO Interlocking near Long Bridge Park. Because planning for both projects is advancing in a similar timeframe, the project teams have coordinated their designs at the interlocking.	DEIS Chapter 21, Cumulative Impacts
4B	For example, the draft EIS states that Long Bridge Project assessments are made for trains going 90 MPH or less. However, DC2RVA is designed to be for trains traveling at higher MPHs. If speed of trains has any influence on the assessment subjects, it would be useful to indicate what they might be.	The maximum design speed for trains for the DC2RVA project between RO Interlocking and Alexandria is 90 miles per hour. The maximum design speed for the Long Bridge Project is generally lower because of the constrained right-of-way in the corridor necessitating tighter curves and therefore lower speeds.	n/a
4C	We are particularly interested in the assessments being made on increments because residents live not far from the south end of the LBP and also are directly affected by the VRE Crystal City Station project. The VRE project begins where the LBP project ends. Taken together, the two projects have impacts extending the length of Crystal City, and include, for example, the curve on Crystal Drive where wheel screech and other noise is a problem. We would like to understand the impact of the two projects taken together and how mitigation during construction and subsequent operations applies to the two.	The Long Bridge Project and the VRE Crystal City Station Project are separate projects with independent utility, as explained in Comment 4A in regard to the DC2RVA Project. For the Long Bridge Project EIS, impacts of the two projects when considered together are addressed in DEIS Chapter 21, Cumulative Impacts.	DEIS Chapter 21, Cumulative Impacts

ID	Comment	Response	Reference
4D	<p>We would also like to express our concerns about the proposed “Temporary Land Use and Impact” on Crystal City at the southern end of Long Bridge Park. The EIS states in chapter 12, line 98, that “The southernmost part of the Local Study Area includes private commercial, residential, and mixed uses in the Crystal City area.” It further states in lines 355-356 that “Open space at the south end of Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed).” However, Figure 12-12 “Temporary Land Use and Property Impacts – Crystal City” clearly shows that the area of temporary impact would include the entrance to Long Bridge Park at 12th Street and Crystal Drive that belongs to Arlington County, as well as the small park belonging to JBG Smith that borders several residential buildings. This is a lovely, calm area used extensively by local residents as well as by visitors to Long Bridge Park.</p> <p>It is unclear from the EIS what this “temporary impact” might be. However, if it becomes an active staging area for construction, it would greatly impact residents and visitors to the Park and quickly become a negative issue for all concerned. We agree with the Friends of Long Bridge Park that this would not be an acceptable use of this space. We hope that you will identify and utilize an alternative staging location that does not affect public space in Crystal City.</p>	<p>The access to the railroad corridor at the northern end of Crystal Drive (see DEIS Chapter 12, Figure 12-12) would use private property owned by JBG Smith. This area would be used for to allow crews to lift equipment and materials from delivery trailers into the railroad for construction. There would be no storage of construction materials in this area. Access to Long Bridge Park would not be affected.</p> <p>Lines 355-356 revised to read “Privately-owned publicly accessible open space at the northern end of Crystal Drive, south of the entrance to Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed).”</p>	<p>DEIS Chapter 12, Land Use and Property, Figure 12-12</p> <p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 71</p>
4E	<p>However, the areas considered for assessments of “noise” and “public health” are different. No residential buildings are included in the noise assessment. In the public health section, the study area includes 4 residential buildings that are close to the southern end of the project site. The EIS describes noise in terms of degrees of “annoyance.” However, science increasingly indicates that noise pollution can create both physical and mental health problems. Given the proximity of the noise study area to the public health area, it appears likely</p>	<p>The Local Study Area for noise and vibration extends up to 750 feet from the railroad right-of-way, which is a standard study area for noise analysis. The Local Study Area for public health encompasses a much wider area (0.5 miles) because it includes a broader range of factors where impacts may be felt farther away from the proposed infrastructure changes.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 147</p>

ID	Comment	Response	Reference
	that more-than-minor adverse effects could affect residents, not just potential visitors to Long Bridge Park.	As it relates to public health, thresholds for noise are based on the risk of noise-induced hearing loss. This risk is based on prolonged exposure to a time-weighted average (TWA) noise exposure of 85 A-weighted decibels (dBA) or greater over 8 hours.	
4F	The EIS inclusion of possible noise mitigations, including but not limited to, at least two available rail systems that dampen noise is encouraging and useful. Especially because a large increase of the number of residents in Crystal City is expected from recently completed and planned residential units, we hope these and other possible mitigations will be put in place.	Comment noted. As project design advances, DRPT would continue to evaluate the potential to minimize noise impacts to the extent practicable.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A16; B64; B66; B67
Friends of Long Bridge Park			
5A	First, we do not support a particular part of the EIS proposal. In Chapter 12, lines 355-356 propose using the south part of Long Bridge Park for construction activities. This is NOT an acceptable use of the space. This part of Crystal City is in the CIP for Arlington County for park development and this would prevent any development of the park. In addition, it would prevent usage of elements of the park, hinder entrance to the park and be an eyesore.	See response to Comment 4D .	DEIS Chapter 12, Land Use and Property, Figure 12-12 FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 71
5B	Second, in lines 359-360 there is also usage of the park for construction. It is not clear if this is for the actual railroad bridge or the Pedestrian Bridge. Clearly to connect Long Bridge Park to the Pedestrian Bridge requires work in Long Bridge Park and we approve of such actions. If the plan is to use part of the park for other purposes, then we would want additional information.	Lines 359-360 refer to construction of the railroad bridge. Impacts from construction of the bike-pedestrian crossing are addressed in DEIS Chapter 22, Bike-Pedestrian Crossing . These impacts are described in more detail in DEIS Chapter 3, Alternatives, lines 620-625 . While it is not possible to avoid these impacts entirely, the commitments made in FEIS/ROD Section 2.3, Measures to Minimize Harm include mitigation measures, as well as commitments to coordination and design processes intended to ensure opportunities to avoid, minimize, and mitigate impacts of the Preferred Alternate are considered and incorporated into the Project as the design process continues.	DEIS Chapter 3, Alternatives, Lines 620-625 FEIS/ROD, Section 2.3, Measures to Minimize Harm

ID	Comment	Response	Reference
5C	Third, Taking of land at the North End of the park (285-289 Chapter 12) is also not recommended. We understand the amount of land is small, but still there may be legal problems and we dislike any parkland permanently changed to Railroad right of way. This decreases the amount of parkland in the area and is not recommended.	The Project Team has endeavored to minimize impacts to park property to the extent practicable. In addition, impacts to Long Bridge Park were considered in the Section 4(f) Evaluation and FRA determined that there is no prudent and feasible alternative that would avoid impacts to the park.	DEIS Chapter 12, Lines 180-183 Appendix A, Final Section 4(f) Evaluation, Section 4.0, Avoidance Alternatives Analysis
Friends of the Mount Vernon Trail			
6A	1.The pedestrian and bike bridge should be built concurrently to reduce prolonged construction on the trail and provide a more timely mitigation.	During final design, DRPT would continue to pursue opportunities to minimize additional impacts from construction of the bike-pedestrian crossing, including options for constructing elements of the bike-pedestrian crossing concurrently with the railroad bridge.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B85
6B	2.The bridge should made be as wide as possible and consideration should given to installing railing that does limit the effective width of the bridge. Bicycle uses tend to stay two feet away from vertical structures, which can remove four feet of effective width from a bridge. 3.The platforms on the switchbacks between the trail should be enlarged to ensure accessibility for all trail users including children, wheel chairs, cargo bikes and tandem bikes.	During final design, DRPT would explore options for bike-pedestrian bridge design that balances the needs of all users with other factors, such as safety, cost, and impacts to NPS property.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B39
6D	4.The trail in the construction area will likely be damaged by construction. As part of the mitigation, the section of trail from Gravelly Point to the 14th Street Bridge should be resurfaced.	Following construction, DRPT would restore the trail to existing or better condition. Therefore, additional mitigation would not be needed.	FEIS/ROD, Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B40

ID	Comment	Response	Reference
National Ferry Corporation			
7A	<p>Our company, National Ferry Corporation (“NFC”), operates a waterborne sightseeing business from the Washington Marina. Marina management recently notified me of the subject DDOT Long Bridge Project (the Project) and informed me that public comments concerning the Project can be submitted to your office through today. Of concern is that the Project currently incorporates a prospective plan to take over our contracted parking lot within the Washington Marina for the duration of the project. That parking lot is home to our ticket booth and our customer and staff parking, and is the secure access point to our docks and vessels. I have included an excerpt from your Project Chapter 12, Land Use and Property Section, which highlights the lot planned for closure. That excerpt provides a clear visual demonstrating that our entire operation would be crippled by a take-over of that lot by DDOT.</p> <p>NFC has been a faithful tenant of The Washington Marina Company since 2015 when we first contracted with the marina for three commercial docks. That Agreement also provides for the housing of our ticket booth and parking for our crew at the marina’s west parking lot. The Agreement also provided that we could offer necessary customer parking for our public cruises and charters. Over the past 5 years, NFC has provided a safe and memorable cruise experience from The Washington Marina to over 500,000 passengers and provided jobs and career training to 100 past and present employees. The lot closure would mean the end to our company and the loss of jobs for local residents, and we beg you to reconsider and modify your plan for staging your vehicles for the project.</p>	<p>FRA and DDOT appreciate the importance of the parking lot at the Washington Marina to the operation of its business and other businesses that operate from that location. In Chapter 17, Social and Economic Resources, the DEIS acknowledges that impacts to parking at the marina could result in loss of patrons (see lines 431-435). The section has been revised to indicate that this would impact other businesses operating from the Washington Marina.</p> <p>DRPT would continue to work to minimize adverse effects as the Project advances through more detailed design. For unavoidable impacts, the commitments made in FEIS/ROD Section 2.3, Measures to Minimize Harm include coordination with Washington Marina to determine appropriate mitigation for the acreage where the parking lot is located.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 139, 140, 145, 146</p> <p>FEIS/ROD, Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A10</p>

ID	Comment	Response	Reference
Southern Environmental Law Center			
8A	Despite the multiple benefits of the proposed project, Long Bridge is located in an area with significant environmental, historic, and community resources. Although the current Preferred Alternative will result in fewer impacts than the other Build Alternatives that have been studied, it is imperative that opportunities to further avoid and minimize impacts to these resources are carefully considered and incorporated into the project as the design process continues.	The commitments made in Section 2.3, Measures to Minimize Harm include mitigation measures, as well as commitments to coordination and design processes intended to ensure opportunities to avoid, minimize, and mitigate impacts of the Preferred Alternative are considered and incorporated into the Project as the design process continues.	FEIS/ROD, Section 2.3, Measures to Minimize Harm
8B	In addition, given the project's location along the Potomac River, we believe the DEIS's analysis of potential climate change-related impacts on the project and its surroundings should be strengthened. Analysis of the potential vulnerability and resiliency of the project to climate impacts is crucial to help ensure that Long Bridge will remain a viable transportation link well into the future.	<p>The Project crosses the FEMA-designated 100-year floodplain. In addition, several points in the corridor cross the 500-year floodplain. As noted in DEIS Chapter 6, Water Resources and Water Quality (lines 488-497), the Project is expected to have negligible impacts to the elevation or extent of the floodplain. As noted in the FEIS/ROD Section 2.6.7, Floodplains Finding, the likely future damage from flooding would not be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility, because the railroad tracks in would be located on bridges and embankments above the 100-year and 500-year flood levels.</p> <p>Language has been added to Chapter 9, Transportation and Navigation, that addresses the likely impacts of climate change to railroad infrastructure and operations. Risks due to climate change would include:</p> <ul style="list-style-type: none"> • Increased risk of heat exposure and heat-related illness to outdoor workers; • Increased risk of buckling along the railroad tracks; • Increased likelihood of soil slumping and slope failure along embankments due to increased precipitation; and 	<p>DEIS Chapter 6, Water Resources and Water Quality, Lines 488-497</p> <p>FEIS/ROD Section 2.6.7, Floodplains Finding</p> <p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 31</p>

ID	Comment	Response	Reference
		<ul style="list-style-type: none"> Increased risk of damage and service delays due to fallen trees and debris from high wind, ice storms, and other severe storm events. <p>The Project would not experience increased risk of damage or service delays due to flooding, as the railroad bridges and embankments are located above the floodplain, even with anticipated sea level rise.</p>	
8C	Although we were pleased to see that the DEIS addresses some GHG emissions that will result from the project, the analysis lacks an examination of the project's anticipated benefits in reducing GHG emissions by encouraging drivers to shift from highway use to take advantage of new passenger and freight rail services. These benefits can be further increased by designing the project so that it can easily accommodate, or be retrofitted to accommodate, future electrification of rail lines. The final EIS should include further analysis of this option, including preliminary cost estimates.	<p>Potential greenhouse gas emissions due to mode shift from auto to rail is likely to be relatively minor at a regional scale. For example, the reduction in CO₂ emissions due to the DC2RVA project is estimated to be approximately 6,000 tons per year in 2045 for the entire corridor between Northern Virginia and Richmond (DC2RVA FEIS, Table 5.6-3). In addition, a number of other factors would likely affect greenhouse gas emissions by 2040, including changes in land use affecting auto mode share and increasing adoption of hybrid and electric vehicles. Therefore, FRA determined that quantifying any change due to mode shift would be not practicable and overly speculative, in accordance with CEQ's <i>Draft National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions</i> (84 FR 30097). A qualitative statement has been added to Chapter 10, Air Quality and Greenhouse Gases.</p> <p>The Long Bridge Project has been designed so as not to preclude electrification. As future electrification would include a number of investments, including new rolling stock, it would need to be down in coordination with CSXT, the corridor owner, and the corridor operators. At this time there are no plans to electrify the corridor. Therefore, the potential costs and benefits of</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 52</p>

ID	Comment	Response	Reference
		electrification were not considered as part of the Project.	
8D	We also appreciate that the Preferred Alternative has been located and designed to minimize impacts to the significant resources in the vicinity of the project, such as Roaches Run Waterfowl Sanctuary, Long Bridge Park, East Potomac Park, and the George Washington Memorial Parkway. As this project moves forward, we encourage you to carefully consider further design changes and mitigation options to minimize any remaining impacts on these and other resources in the project area as part of the DEIS process and related historic and cultural resource reviews.	The commitments made in Section 2.3, Measures to Minimize Harm include mitigation measures, as well as commitments to coordination and design processes intended to ensure opportunities to avoid, minimize, and mitigate impacts of the Preferred Alternative are considered and incorporated into the Project as the design process continues.	FEIS/ROD, Section 2.3, Measures to Minimize Harm
8E	Given this project's location crossing the Potomac River, it is important that the Preferred Alternative be designed to ensure resiliency in the face of future climate change impacts. The project area falls largely within existing floodplains and in an area of the Potomac subject to storm surges and tidal changes. Although we are pleased to see that the Preferred Alternative has been designed to avoid impacts to natural resiliency features such as wetlands associated with the Roaches Run Waterfowl Sanctuary, we are concerned with the lack of analysis in the DEIS about anticipated future climate change effects in the project area. Among other things, this analysis could help inform additional design changes to ensure the project remains resilient to these effects and does not exacerbate the impacts of climate change on surrounding communities and resources. The final EIS should include such analysis.	See response to Comment 8B .	DEIS Chapter 6, Water Resources and Water Quality, Lines 488-497 FEIS/ROD Section 2.6.7, Floodplains Finding FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 31
Virginians for High Speed Rail			
9A	Our primary requests are to make sure that the new Long Bridge corridor is engineered for electrification and to provide cost estimates to electrify the segment in the final EIS.	The Long Bridge Project has been designed so as not to preclude electrification. Any future electrification in this location would use the lowest profile equipment available at the time. Based on industry trends, it is expected that the required clearance would be lower	n/a

ID	Comment	Response	Reference
		than required for current equipment. However, some lowering of the track may be needed depending on equipment used.	
Washington Area Bicyclist Association			
10A	Washington Area Bicyclist Association (WABA) strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge Project, as is included in the Draft Environmental Impact Statement (EIS). The bike-pedestrian crossing needs to remain part of the Long Bridge Project, be fully funded, and built in a timely manner.	DRPT has committed to funding and construction of the bike-pedestrian bridge as mitigation for impacts to Section 4(f)-protected resources. See Table 2-2 in FEIS/ROD Section 2.3, Measures to Minimize Harm .	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B60
Washington Marina Company			
11A	(1) Interference with Pedestrian Access to WMC: The DEIS indicates the Project will include a proposed 4+ year closure of Maine Avenue pedestrian bridge, walkways and sidewalk, dramatically affecting pedestrian access to WMC and the Southwest Waterfront as a whole. The impacts include a doubling of pedestrian walk times from the Maine Ave. traffic circle to WMC. See Section 6.3 of the Environmental Consequences report [the "EC Report"] at Appendix D-3 of the DEIS.	FRA and DDOT appreciate the potential impact to pedestrian access to the Washington Marina due to removal of the Maine Avenue pedestrian bridge during construction. This impact is acknowledged in DEIS Chapter 17, Social and Economic Resources , line 431. DRPT would require the contractor to install wayfinding signage to direct pedestrians traveling from Maryland Avenue SW to Maine Avenue SW to use alternate routes.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B38
11B	While the construction of a new, ADA-compliant pedestrian ramp seems positive, we have seen first-hand that there is an existing set of steps and bridge leading to the Mandarin Hotel which is hardly used. Further, there was a handicapped stair lift installed when the steps were finished but it was hardly ever used and eventually removed because it was vandalized. The DEIS itself acknowledges that an elevator in this location is out of service because it hasn't been maintained, and we have no reason to believe the use or maintenance will improve in the future. What the DEIS appears to ignore is that there is no direct ADA-accessible connection from the Mandarin Bridge into the Mandarin Hotel or the Portals. Mandarin guests have to have a room card to go through a locked gate and go up	While FRA and DDOT understand that the existing pedestrian bridge is not fully Americans with Disabilities Act (ADA)-compliant, any future pedestrian bridge would be required to meet ADA requirements by law.	n/a

ID	Comment	Response	Reference
	two flights of stairs to enter the Hotel and pedestrians wishing to go into the Portals have to go up two long flights of stairs to the main concourse area. What is the sense of putting in a ADA- accessible ramp on a portion of our property when there is no ADA accessible connection on the other side and the current Mandarin Bridge and steps are hardly used? This is a waste of taxpayer money.		
11C	(2) Interference with Private/Police Vehicle Access to WMC: Similarly, the DEIS reflects that there will be intermittent traffic controls and lane closures (more specifically discussed in Sections 6.3.3.2 and 6.3.4.2 of the EC Report, including major temporary adverse impacts on traffic. The recited impacts include "direct impacts to public safety due to lane closures on Maine Avenue SW, which could inhibit or cause delays for police, fire, and emergency services." See Section 15.4.2.2. of the EC Report. With the expanding development of the Southwest Waterfront, and particularly its residential population, any steps which will impede police, fire or emergency services should be avoided by all reasonable means.	FRA and DDOT acknowledge the potential impacts to emergency response services due to construction activities affecting Maine Avenue SW. Throughout the final design and construction process, DRPT would work to minimize impacts through coordination with Federal, state, and local law enforcement and safety agencies to ensure access and minimize delays for emergency response during construction.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A21
11D	(3) Interference with Public Transportation Access to WMC: The DEIS advises that the Project will create an adverse impact on Maine Avenue Metrobus, Loudoun County Transportation, and Potomac and Rappahannock Transit Commission bus service to Maine Avenue, SW. See Section 6.3.2.3 of the EC Report.	As noted in DEIS Chapter 9, Transportation and Navigation , public transit routes that utilize Maine Avenue would be impacted by any traffic delays caused by the Project construction, particularly in the peak period.	DEIS Chapter 9, Transportation and Navigation, Lines 580-588.
11E	(4) Interference with River Access to WMC: The DEIS states the Project will include periodic closure of the main navigation channel of the Potomac River. See discussion in Section 6.3.7.2 of the EC report. We anticipate this will lead mariners to avoid this area and WM for the 40-month anticipated duration of such potential closures, yet there is no mention of such impact in the DEIS; and	While it is true that construction activities would periodically close the main navigation channel and adjacent spans underneath Long Bridge, construction activities are expected to have minor impacts to overall use of the Potomac River. Closures would be intermittent and of short duration and would only occur in the immediate vicinity of Long Bridge. Access to the	DEIS Chapter 9, Transportation and Navigation, Lines 796-803.

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		Washington Channel (and therefore the Washington Marina) would not be affected.	
11F	(5) Interference with Visibility of WMC: Visibility of construction (including cranes and barges) and reduced visibility of the Washington Marina will both adversely impact the Washington Marina. Per Section 11.4.2.5 of the EC Report, "Construction activities would be highly visible, disrupting views from both lower elevations, such as the waterfront, and higher elevations, such as Maryland Avenue SW. Several views would be altered and, potentially, partially obstructed, including views from both the Maryland and Maine Avenues SW toward the monuments, toward and from the Washington Marina, and toward the Portals development from 14th and D Streets NW. This would reduce the cultural order of the visual environment in this area. Construction activities in these areas would cause temporary major adverse impacts to visual quality...."	As cited by the commenter, construction activities would be highly visible from the Washington Marina. To minimize this impact, DRPT would require the contractor to use aesthetically pleasing construction fencing and barriers to block potentially unattractive views into construction areas. Require contractor to consider use of screening vegetation to minimize visual impacts of construction activities on viewers.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: B70
11G	(6) Vibration/noise resulting from construction activities. It does not appear from the DEIS that the effect of noise or vibration on WMC or the piers or sea walls forming part of the WMC facility does not appear to have been considered;	As presented in DEIS Chapter 13, Noise and Vibration , potential vibration effects related to risk of structural damage has been assessed at the seawalls near the project site. The FEIS has been updated to indicate that this analysis includes the East Potomac Park seawall, Jefferson Memorial seawall, and the Washington Marina Club seawall. There is no potential for noise impact at these structures since noise is assessed for places with certain types of human use.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 90
11H	(7) Additional piers (navigation obstructions) and sedimentation in the river, resulting in loss of habitat and potential impact on migratory species. A significant portion of the WMC's clientele is engaged in recreational fishing, so additional negative impacts on WMC's business are expected; and	As noted in DEIS Chapter 5, Natural Ecological Systems and Endangered Species , lines 377-378, the Project is expected to cause negligible impacts to fish, including migratory species. This is because of the relatively small impact to habitat compared to the amount of available habitat in the river.	DEIS Chapter 5, Natural Ecological Systems and Endangered Species, Lines 377-378
11I	(8) Perhaps most importantly, the DEIS reflects several inconsistent references to scope and impact of temporary and	Chapter 17, Social and Economic Resources, has been revised to indicate that the temporary loss of parking	DEIS Chapter 9, Transportation and

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	<p>permanent loss of parking at WMC. Per Section 6.3.5.2 of the EC Report, "Loss of surface parking at Washington Marina would be considered a major impact because it constitutes the entirety of the marina's parking" (see also, Section 9.4.1.2 of the report).</p> <p>Characterization of a portion of this as "temporary" appears misleading as the 4+ year duration should reasonably be anticipated to lead to permanent loss of business to the Washington Marina as slip rentals likely shift to other marinas on a permanent basis. The EC Report later appears to acknowledge this when it recites in Section 14.4.2.2: "Temporary parking for Washington Marina would be established off site for the duration of construction (the location of temporary parking for the marina will be identified later in the planning process as final design progresses and in coordination with the marina). Construction would have a potentially major direct impact to Washington Marina considering both the temporary loss of parking and the inconvenience of the temporary removal of the pedestrian bridge for approximately 5 years. These impacts would be inconvenient for Washington Marina and its patrons and could result in the loss of patrons."</p> <p>Section 12.4.1.2 of the DEIS incorrectly states this will not affect the function of the land use. This is patently untrue. First, WMC now understands we will temporarily lose our entire parking areas for construction staging as the Project is currently proposed. Nothing in the DEIS shows consideration of any alternative locations for construction staging.</p> <p>Second, absent long-term parking for boat slip renters, rentals of the boat slips at Washington Marina will not be economically viable, rendering the slips provided at taxpayers'</p>	<p>could, without mitigation, constitute a major permanent impact to marina operations. During final design, DRPT would coordinate with Washington Marina to determine appropriate compensation for loss of parking spaces and revenue.</p> <p>The EIS consistently acknowledges the potential major temporary impact due to loss of the Washington Marina parking lot during construction:</p> <ul style="list-style-type: none"> Chapter 9, Transportation and Navigation (lines 765-766) states that "the temporary closure of the surface parking at the Washington Marina . . . would be considered a major impact because it constitutes the entirety of the marina's parking." Chapter 12, Land Use and Property (lines 363-364) states that there would be a "major direct adverse impact, as temporary loss of parking would impact the use and operation of the business." Chapter 17, Social and Economic Resources (lines 429-430) states that "construction would have a potentially major direct impact to Washington Marina, considering . . . the temporary loss of parking." <p>For permanent impacts, the analysis considers land use impacts and economic impacts differently, which is discussed below in the response to Comment 11K.</p> <p>Given the complexity of the construction phasing for the Long Bridge Project, construction staging and phasing were developed to understand potential impacts. In</p>	<p>Navigation, Lines 765-766</p> <p>DEIS Chapter 12, Land Use and Property, Lines 363-364</p> <p>DEIS Chapter 17, Social and Economic Resources, Lines 429-430</p> <p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 10, 11, 18, 19, 23, 24, 29, 45, 57, 79, 85, 139, 140, 145, 146</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A10</p>

ID	Comment	Response	Reference
	expense basically unusable. This appears to be acknowledged in Section 12.5.1.2, where the DEIS again characterizes such loss of parking as "major adverse direct impact, as temporary loss of parking would impact the use and operation of the business."	<p>some cases, a larger area of impact needed to be assumed until further design development could occur.</p> <p>It is likely that the entirety of the marina parking lot will not need to be closed for construction staging, and that some parking will be able to remain during construction. Therefore, the FEIS has been revised to reflect complete closure of the portion of the parking lot closest to the railroad corridor, with the remainder of the parking remaining in use. Flagging may be required to ensure safe operations in the lot when construction equipment or vehicles need to pass.</p> <p>During final design, DRPT would work to minimize impacts due to construction and would work with the marina to develop appropriate mitigation for impacts to the parking lot.</p>	
11J	Further, approximately one-third of all Washington Marina parking would be permanently lost to relocation of the pedestrian bridge, as acknowledged in Section 6.2.5.2 of the EC Report (see also, Section 18.3.5.1, reflecting loss of 1/3 of such parking). In addition to servicing our recreational and commercial slip customers, the WMC west parking lot provides space for monthly parking and WMC derives significant revenue from these monthly contracts. We currently have approximately 85 parking customers for such spaces, the majority of which are government employees that work at the Treasury building, yet this does not appear to have been considered in the DEIS.	<p>During final design, DRPT would coordinate with Washington Marina to determine appropriate mitigation for impacts to the parking lot.</p> <p>Added "and monthly permit holders" to Table 9-3 in the DEIS, to describe users of the Washington Marina parking lot.</p>	<p>FEIS/ROD Section 1.4, DEIS Errata and Other Changes</p> <p>Errata ID: 29</p> <p>FEIS/ROD Section 2.3, Measures to Minimize Harm</p> <p>Commitment/Mitigation ID: A10</p>
11K	We also note that Section 9.3.1.2 of the EC Report has a different "take" on the impact on the WMC parking, stating "The reconstruction of the pedestrian ramp and the right-of-way needed for the additional tracks would result in minor	Section 9.3.1.2 of the Environmental Consequences Report addresses land use impacts, which Section 14.3.2.2 addresses economic impacts. These analyses address impacts differently. Specifically:	FEIS/ROD Section 2.3, Measures to Minimize Harm

ID	Comment	Response	Reference
	adverse direct impacts on the western side of the Washington Marina parking lot, causing a loss or relocation of several parking spaces, but still allowing approximately 80 percent of the lot to continue to function as it does in the existing condition." In section 14.3.2.2, the report states the Washington Marina "would permanently lose approximately 20 parking spaces out of 88 existing spaces [23%]. The exact number of spaces to be removed, and the exact impacts to Washington Marina, would be determined as final design advances and through further coordination with Washington Marina. The loss of parking spaces would constitute a moderate direct adverse impact on Washington Marina without mitigation measures. It is anticipated that with mitigation measures, including reconfiguration of the existing surface parking area after the replacement pedestrian bridge is constructed, the net loss of parking spaces would be negligible." For WMC, the loss of even 20 parking spaces used for long-term boat slip renters is likely to erase the profitability of such operations.	<ul style="list-style-type: none"> The land use analysis evaluates whether the impact causes a change in land use function. While a reduction in parking spaces is an economic impact to the marina, it does not result in a complete loss of the parking lot and its ability to serve the marina's customers. As noted above in the response to Comment 11J, DRPT would coordinate with the Washington Marina to determine appropriate mitigation for impacts to the parking lot. The economic impact analysis evaluates whether the impact would cause a change in revenue or affect the economic viability of a commercial operation. In this case, it is assumed that the impact would affect the marina's revenue to the extent that it should be mitigated. As noted above in the response to Comment 11J, DRPT would coordinate with the Washington Marina to determine appropriate mitigation for impacts to the parking lot. 	Commitment/Mitigation ID: A10
11L	Any loss of parking, temporary or permanent would have a devastating impact, not only to our business, but also to the three riverboat companies that currently rent dock space from WMC. If this Project moves forward with taking the WMC parking, we estimate that this alone will cause the loss of 40-50 jobs as a result.	FRA and DDOT acknowledge that, based on information provided by Washington Marina, impacts to the marina parking lot could result in a loss of revenue and, according to the marina, potential loss of jobs. The EIS has been revised to indicate that the marina receives revenue from renting out parking spaces.	FEIS/ROD Section 1.4, DEIS Errata and Other Changes Errata ID: 140
11M	In addition, "Yacht Basin One", established by President Roosevelt and the first model marina in Washington, DC, has been home to the Washington Marina Company since 1951 and the facility in continuous operation since 1941. Neither the historical basis, nor the long-term dedication to this use appears to have been properly considered.	As noted in DEIS Appendix E1, Area of Potential Effects and Historic Properties Technical Report , the Washington Marina building has been determined eligible for listing in the National Register of Historic Places. The Determination of Eligibility does not indicate that the yacht basin itself is considered historic, and during the Section 106 process the District of Columbia	n/a

ID	Comment	Response	Reference
		State Historic Preservation Office (DC SHPO) did not request that the yacht basin be evaluated for eligibility. In addition, the Project would affect the Washington Marina parking lot, but would not affect the building or the yacht basin.	
11N	Finally, we note Section 14.5.2 of the EC Report states "The Virginia Department of Rail and Public Transportation, the project sponsor for final design and construction, would continue to coordinate with the Washington Marina and NPS to develop appropriate mitigation for adverse temporary and permanent impacts, including potential loss of revenue and patrons due to the temporary and permanent removal of parking, to these establishments due to the Project"(emphasis added). To date, we are unaware of any effort by DRPT to contact the Washington Marina regarding such mitigation for parking or any of the other impacts cited above. Indeed, it does not appear to use that any alternative approaches to minimize such impacts have been considered. This appears to be contrary to both the spirit and letter of the NEPA process.	DDOT has been the Project Sponsor for the National Environmental Policy Act (NEPA) process, and was therefore the agency that initiated coordination with the marina. Following publication of the DEIS, DRPT and DDOT jointly coordinated with the marina through regular meetings. While specific minimization and mitigation measures were not agreed to during the NEPA process, during final design DRPT would work with the marina to reach agreement on measures to minimize impacts or mitigate for unavoidable impacts.	FEIS/ROD Section 2.3, Measures to Minimize Harm Commitment/Mitigation ID: A10

Appendix E:

Common Comment Categories with Responses

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1.0 Introduction

This appendix provides a summary of comments received by topic area. The section is organized alphabetically by topic and sub-topics.

Responses are provided for the comment summaries. Comments or portions of comments concerning issues not substantive to the Project or to the Draft Environmental Impact Statement (DEIS) are excluded from the summaries in this section. The following outline lists the page numbers where specific topics are summarized.

2.0 Railroad Bridge

2.1. Design Modification Suggestion

Summary of Comments: Increase rail's mode share is critical to meeting environmental goals and the Project should be built over capacity to support future rail development in the area. Also, as a part of the Long Bridge Project, an additional Amtrak station should be added at Long Bridge Park/Crystal City/National Landing to enhance Amtrak travel and connections to/from Northern Virginia.

Response: Beneficial permanent effects on railroad infrastructure and operations are the intended outcome of the Project, by providing additional capacity for future railroad service. The Preferred Alternative would result in major permanent direct beneficial impacts on the volume of trains that the Long Bridge can accommodate, allowing major permanent direct beneficial impacts on train service frequency.

During the alternatives development process, the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) considered concepts that would increase the number of tracks over the Potomac River to five or more. However, these concepts were eliminated because building more than four tracks over the river would construct more tracks that could be effectively utilized. There are no long-term plans to expand the right-of-way beyond four tracks approaching RO and L'Enfant (LE) Interlockings. With a five-track crossing and four-track approaches, the fifth track would essentially be a siding or "pocket track." Trains using the fifth track would be required to switch back to one of the four tracks on either side of the bridge, requiring trains to slow down and move between switches on either side of the bridge. This would result in the fifth track being largely unused.

Construction of a new Amtrak station is outside the scope and beyond the logical termini of the Project. A new Amtrak station would not meet the Project's Purpose and Need.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/> (Chapter 9, Transportation; Appendix B1, Alternatives Development Report)

2.2. Impacts to Water Resources

Comment: A large part of the construction will take place over the Potomac River, requiring barges to move workers and supplies which may result in potential for excess pollution into the river during the construction period. The project may also cause more pollution to the Chesapeake Bay. The Chesapeake Bay is already over-polluted.

Response: The Preferred Alternative would avoid adverse impacts to surface water quality through implementation of various avoidance, minimization, and mitigation measures. These measures are described below.

To preserve water quality, the Virginia Department of Rail and Public Transportation (DRPT), the Project Sponsor, would implement stormwater best management practices (BMPs) to mitigate long-term adverse impacts to water quality in the Roaches Run and Potomac River watersheds if necessary. These BMPs would decrease runoff volume and peak flow rate and would provide the prescribed treatment volume to mitigate adverse impacts to surface water and stormwater. These BMPs would also provide the prescribed recharge volume to mitigate adverse impacts to groundwater quantity and quality. DRPT could implement treatment BMPs such as oil/grit separators to treat runoff prior to discharge; design of stormwater BMPs would be completed during final design.

Erosion and sedimentation controls would be implemented in accordance with the U.S. Environmental Protection Agency's (EPA) 2017 National Pollutant Discharge Elimination System (NPDES) Construction General Permit, 2018 Virginia Pollution Discharge Elimination System (VPDES) Storm Water General Permit, DOEE, NPS, and Arlington County requirements. These include requirements to provide an effective means of eliminating discharges of spilled or leaked chemicals, including fuels and oils, from construction activities. Contractors would be required to store, handle, and dispose of materials in a manner that prevents exposure of the products to precipitation and/or stormwater.

On-site treatment of pumped groundwater would be in accordance with the District Department of Environment and Energy (DOEE), DC Water, and Virginia Department of Environmental Quality (VDEQ) requirements for treatment and metering of pumped groundwater. The discharge of treated pumped groundwater directly to surface waters would minimize temporary MS4 infrastructure capacity and sedimentation impacts during construction.

The nature of the project as bridge construction over a Resource Protection Area (RPA), the Potomac River, and its buffer means complete avoidance of the RPA is not feasible. In areas of bare ground, the contractor would be required to employ proper erosion and sediment control techniques to help reduce runoff that would negatively affect RPAs. Efforts made to avoid forest and vegetation impacts as part of the terrestrial vegetation avoidance and minimization would also provide avoidance and minimization in the RPA buffer.

Where to find in the FEIS ROD: Section 2.3, Measures to Minimize Harm;

Also see DEIS online at <http://longbridgeproject.com/deis/> (Chapter 6, Water)

2.3. Mitigation Suggestion

Comment: Part of the Section 4(f) mitigation strategy should be to incorporate a commitment by the sponsoring parties to repaint both the existing Long Bridge over the Potomac River and the rail bridge over I-395 in the District of Columbia. Both are rusted and covered in graffiti. A more visually appealing project is essential to ensure the proposed alternative does not negatively impinge on overall viewsheds in the corridor. Painting these facilities will help accomplish that goal.

Response: The existing railroad bridge over I-395 will be replaced as part of the Project, as described in Chapter 3 of the DEIS. Therefore, repainting the existing Long Bridge is not necessary. Under the Preferred Alternative, CSXT will continue to own and maintain the existing Long Bridge. Therefore, repainting the Long Bridge is not within FRA or DRPT's control.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/> (Chapter 3, Alternatives)

2.4. Operations Impacts During Construction

Comment: Consider revising the requirement for two tracks to be in service at all times throughout construction. Freight and passenger trains should be rerouted for 5-15 days to allow the three new 4-track bridge structures at Ohio Drive SW, Washington Channel, and Maine Avenue SW to be rebuilt simultaneously. This could greatly decrease the construction time and costs associated with a longer timeline. This is similar to the Cameron Run bridge replacement in Alexandria that was done over a long weekend.

Response: Rerouting freight and passenger trains for an extended period of time is not practical and would result in costs of extraordinary magnitude. The next closest rail crossing of the Potomac River is in Harpers Ferry, West Virginia. Closing the crossing at Long Bridge would likely result in complete suspension of Virginia Railway Express (VRE) and Amtrak service between Northern Virginia and the District during that time, given the length of the detour. In addition, CSXT, the owner of the Long Bridge Corridor, has stated that two tracks must remain in operation during construction.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/> (Chapter 2, Purpose and Need)

2.5. Support for Action Alternative B

Comment: Action Alternative B is the better alternative. Though it will cost more and take longer, replacing the existing Long Bridge now as part of the overall project would save money in the long run by not having to pay as much in maintenance. The existing bridge will have to be replaced someday, and this Project is the opportune time.

Response: The owner of the current Long Bridge is CSXT, and they have stated that they maintain Long Bridge in proper condition for railroad purposes and the bridge is sufficient to meet the needs of their freight customers for the foreseeable future. CSXT annually inspects all their bridges and completed a rehabilitation of Long Bridge in October 2016.

The cost of Action Alternative B is approximately \$900 million more than Action Alternative A and both alternatives equally meet Purpose and Need. Under the Preferred Alternative, CSXT will continue to own and maintain the existing bridge.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 3, Alternatives)

2.6. Funding

Comment: Obtain funding from private developers such as Amazon HQ2, Crystal City developers, and the Wharf developers for this critical investment rather than the National Park Service or U.S. Department of Transportation funds.

Response: The funding structure for the Long Bridge Project has yet to be determined. It is assumed that funding sources would be from a combination of Federal and state, however, this has not been confirmed and this would not preclude other sources of funding.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 1, Introduction)

2.7. Construction Impacts to the Mount Vernon Trail

Comment: The Mount Vernon Trail (MVT) is used to commute by bicycle from Virginia to the District. Closing the MVT for years would have a daily impact on commuters.

Response: A portion of the MVT will be temporarily be relocated less than 0.25 mile from the main trail for public safety and to allow construction access and staging. The relocation would last approximately 2 years. Users of the MVT would experience a different trail route, away from the Potomac River and towards the GWMP roadway. Wayfinding signage would be installed, as appropriate, to redirect pedestrian and bicycle traffic during temporary closures of the MVT due to construction. In addition, temporary crossings of trails for materials delivery would be scheduled during evening hours to the extent practicable, to minimize impacts to trail users. The Preferred Option would have major permanent direct beneficial impacts to the pedestrian and bicycle network. By providing additional pedestrian and bicycle access to and between Crystal City, the MVT, and East Potomac Park, the Preferred Option would increase the connectivity of, and have a beneficial impact on, the existing pedestrian and bicycle network. The new bike-pedestrian connection between the District and Arlington would be a pathway dedicated solely to cyclists and pedestrians and would provide an enhanced connection between (via Long Bridge Park), the MVT, and destinations in the District.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 16, Recreation and Parks)

2.8. Noise and Vibration Impacts to the Mount Vernon Trail

Comment: The current heavy rail traffic travelling over the trail is noisy and uncomfortable for trail users, and in the full build condition, many more heavy trains will be travelling over thousands of trail users per day. The noise and vibrations from a heavy freight train travelling no more than 20' overhead are overwhelming, and this impact will be multiplied.

Response: The noise and vibration analysis was conducted in accordance with FTA guidelines. These guidelines require assessment of potential noise and vibration impacts at several categories of sensitive land uses. Parks used for active recreation, such as bicycle trails or running paths, are not considered noise-sensitive. Vibration is assessed only inside buildings with sensitive uses, i.e. residences or libraries. Therefore, noise and vibration impacts were not assessed at the Mount Vernon Trail as it passes under Long Bridge.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 13, Noise and Vibration)

3.0 Bike-Pedestrian Crossing

3.1. Cost-Benefit of Bike-Pedestrian Crossing

Summary of Comments: The new bike-pedestrian crossing would only go to East Potomac Park and would not increase access to the District from Arlington. The 14th Street Bridge provides reasonable access to downtown. A cost-benefit analysis of a new bike-pedestrian crossing should be conducted to determine the feasibility of a new bridge.

Response: Bicycle and pedestrian connectivity is an element of regional multimodal transportation network plans. A bike-pedestrian connection in the vicinity of Long Bridge is included in the NPS *Paved Trails Study* (2016)¹ and *moveDC* (2014),² the multimodal long-range transportation plan for the District of Columbia (the District). The *Long Bridge Study* (Phase I Study), completed in 2015, evaluated the railroad network system as well as the overall multimodal connectivity and capacity needs in the area, including potential bicycle and pedestrian opportunities.³ Modeling for the Phase I Study identified an increase in pedestrian and bicycle use of the trail network with the addition of bike-pedestrian connections, with most of the use originating for the District.

The only existing bike-pedestrian path across the Potomac River in the vicinity of Long Bridge is attached to an interstate highway on the 14th Street Bridge. The next closest crossing is over a mile north via the Arlington Memorial Bridge. According to bi-directional counter data available on the public website of BikeArlington, an Arlington County program, the 14th Street Bridge path at the Mount Vernon Trail (MVT) carried 59,391 bicyclists and 8,802 pedestrians in July 2018.⁴ On average in July 2018, the path carried 1,583 bicyclists and 357 pedestrians per day on Saturdays and Sundays. A total of 2,203 bicyclists and 454 pedestrians used the path on July 4, 2018.⁵ A second connection would reduce some of the pedestrian and cyclist traffic on the 14th Street Bridge, would be a pathway dedicated solely to cyclists

¹ NPS, National Capital Region. *Paved Trails Study*. 2016. Accessed from <https://parkplanning.nps.gov/document.cfm?documentID=74623>. Accessed October 20, 2018.

² DDOT. *moveDC: the District of Columbia's Multimodal Long-Range Transportation Plan*. 2014. Accessed from <http://www.wemovedc.org/>. Accessed October 20, 2018.

³ DDOT. *Long Bridge Study*. 2015. Accessed from <https://ddot.dc.gov/publication/final-long-bridge-study>. Accessed October 20, 2018.

⁴ BikeArlington. Undated. Counter Dashboard. Accessed from <http://counters.bikearlington.com/>. Accessed October 21, 2018.

⁵ BikeArlington. Undated. Counter Dashboard. Accessed from <http://counters.bikearlington.com/>. Accessed October 21, 2018.

and pedestrians, and would provide an enhanced connection between Long Bridge Park, the MVT, GWMP, and East and West Potomac Parks.

The bike-pedestrian crossing was developed as a mitigation measure for the Long Bridge Project. DDOT and FRA assessed four bike-pedestrian crossing options and also considered the cost of the options. The option carried forward would be located on a separate structure, 25 feet upstream of the new upstream railroad bridge. The benefits of this configuration are that it would have the lowest security risk of the options evaluated, fewer impacts to the river, and the construction cost would be less than the other considered bike-pedestrian crossing options.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.2. Bike-Pedestrian Crossing Connections

Summary of Comments: Several comments were received suggesting that the bike-pedestrian crossing connect to other destinations:

- **Access to the Wharf and beyond East Potomac Park:** Build a bike-pedestrian crossing connecting Virginia and the Wharf. Add or improve the existing bike-pedestrian access point in East Potomac Park. Improving this middle access point would improve bike-pedestrian traffic between Virginia, East Potomac Park, and the Wharf, thereby improving business and park usage. Any northward extension of the bike-pedestrian crossing past East Potomac Park would be welcome to the many District, Arlington, and Alexandria residents, workers and visitors who bike, walk and run across the Potomac River.
- **Access to Ohio Drive SW:** Extend the path to come down at grade on the eastern portion of Ohio Drive Southwest (as opposed to the currently proposed western portion of Ohio Drive Southwest). The current option requires cyclists or pedestrians crossing the Francis Case Memorial Bridge to travel approximately 0.72-0.80 miles. A bike-pedestrian path extended to the eastern loop of Ohio Drive SW would reduce that distance to approximately 0.47 miles.

Response: There is insufficient space between the railroad corridor and US 1 to directly connect the bike-pedestrian crossing over the Washington Channel to the Washington Marina or the Mandarin Oriental Hotel. There are other potential paths through East Potomac Park and across the Washington Channel and to the Wharf, but these would need to be pursued as part of separate projects.

Opportunities considered follow the trajectory of the Long Bridge Corridor as part of mitigation for impacts to the parks. The crossing would provide an important connection between the parks and the regional trail system and therefore has a regional recreational benefit. The bike-pedestrian crossing would connect to the planned trail network within Long Bridge Park, which will connect to the on-street bicycle network following Long Bridge Drive to Crystal City. The crossing to Long Bridge Park would provide the option for bicyclists traveling between the Crystal City, Pentagon City, and Potomac Yard areas and the District to avoid the MVT, easing congestion on that heavily used trail.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.3. Design Modification Suggestions for Bike-Pedestrian Crossing

Summary of Comments: Several comments were received providing suggestions for design modifications to the bike-pedestrian crossing:

- **Ramps and Approaches:** Curve the bike path approaches and remove 90-degree angles as they are not safe for tandem bikes, longer cargo bikes, and emergency vehicle access. Ramps should be designed with safe curves and stairs.
- **Width:** Increase the bike-pedestrian crossing width to accommodate multi-user types (such as cargo bikes, tandem bikes, bike trailers, etc.) and provide safe spacing between pedestrians and bikes.
- **Close Unused Areas:** Close the ramp from 14th Street onto Maine Avenue as it was replaced with nearby ramps in the 1960's and would ease construction. Close the ramps on East Potomac Island to easily allow the bike path to directly connect with the Anacostia Riverwalk path.
- **Rest Areas:** Consider one or two small rest areas on the bridge to give users a place to stop and take in the view without impeding other crossing users.
- **Railings:** Incorporate railing design that does not reduce the effective bridge width.

Response: The current design of the bike-pedestrian crossing is preliminary. The materials and dimensions of the bridge would be confirmed in a final design phase following completion of the environmental review process. Specific designs for the bridge and railing have not yet been determined but would be Americans with Disabilities Act (ADA) compliant and in accordance with the requirements of the authority having jurisdiction over final design and construction.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/> (Chapter 22, Bike-Pedestrian Crossing)

3.4. Impacts to the Mount Vernon Trail

Summary of Comments: Build the bike-pedestrian crossing at the same time as the rail bridge to reduce the amount of time that the MVT will be impacted.

Response: During final design, DRPT will continue to pursue opportunities to minimize additional impacts from construction of the bike-pedestrian crossing, including options for constructing elements of the bike-pedestrian crossing concurrently with the railroad bridge.

Where to find in the FEIS ROD: Section 2.3, Measures to Minimize Harm; also see the DEIS online at <http://longbridgeproject.com/deis/> (Chapter 22, Bike-Pedestrian Crossing)

3.5. Mitigation Suggestion

Summary of Comments: Please include improvements to the bike-pedestrian crossing plans such as including construction of the Gravelly Point bypass which is currently in the National Park Service's (NPS) Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic.

Response: As noted in the DEIS, the new bike-pedestrian connection would make it easier for users from Pentagon City, Crystal City, Potomac Yard, and surrounding areas to cross the GWMP and the Potomac River in this location. While some users would likely use the ramp to access the MVT, thereby increasing trail traffic as noted by the commenter, other pedestrians and bicyclists who currently use the MVT to access the 14th Street Bridge would now use the direct connection provided by the new bridge and never access the MVT at all. Therefore, the new connection would be expected to decrease volumes and current congestion on the MVT. Finally, the ramp landing at the MVT would be designed to minimize conflict between users already on the trail and those coming from the bike-pedestrian bridge.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.6. Support for Connecting Bike-Pedestrian Crossing to Railroad Bridge

Comment: Include the bike-pedestrian crossing on the railroad bridge rather than separately. This would be economically and logistically easier than building a separate bridge structure. Support for Constructing Bike-Pedestrian Crossing as Part of the Same Contract as Railroad Bridge.

Response: FRA and DDOT evaluated several options for the bike-pedestrian crossing, including two that would have shared a structure with the new upstream railroad bridge. These options would require extending the railroad bridge piers upstream by approximately 22 feet to support the bike-pedestrian crossing. Larger piers would result in more environmental impacts as well as a greater cost compared to single-column piers supporting an independent bike-pedestrian bridge. The need to carry trains as well as bicycles and pedestrians means the bridge piers would be sized to support the heavier railroad load.

FRA and DDOT also conducted a Threat, Vulnerability, and Risk Assessment (TVRA, or security assessment) and Hazard Assessment (HA) on the bike-pedestrian crossing options. Options sharing the structure of the new upstream railroad bridge would have high risk to the railroad bridge by providing easy access to the railroad bridge from the bike-pedestrian crossing. These options would require substantial security measures, which would include some combination of protective screening, cameras, thermal imaging, radar equipment, and regular law-enforcement patrols to make it more difficult for pedestrians to access the railroad bridge.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.7. Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge

Summary of Comments: The bike-pedestrian crossing bridge should be constructed at the same time as the railroad bridge to save time and construction costs, and to prevent the bike-pedestrian bridge from being delayed or not built.

Response: The bike-pedestrian crossing is part of the mitigation for impacts to parks from the construction of the railroad bridge. The bike-pedestrian bridge is therefore a required element of the Long Bridge Project. Specific timing for construction will be worked out as design advances. Whether the bike-pedestrian connection is constructed concurrently with the railroad bridge or immediately following construction of the railroad bridge will be dependent on needs for construction phasing and staging.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.8. Support for Bike-Pedestrian Crossing

Comment: Ensure that there is a bridge for pedestrians and bicycles connecting to trails on both sides to help users commute multi-modally.

Response: As part of mitigation for impacts to parks, DRPT would construct a bike-pedestrian only connection between Long Bridge Park in Arlington, Virginia and East Potomac Park in the District, crossing the Potomac River on the upstream side of the new upstream railroad bridge. The southern end of the bike-pedestrian crossing would connect to a path at the northern end of the Long Bridge Aquatic and Fitness Center and Park Expansion in Long Bridge Park, which is currently under construction and scheduled for completion in 2021. The bike-pedestrian path would cross over the George Washington Memorial Parkway (GWMP), MVT, and the Potomac River on a 2,300-foot-long bridge consisting of prefabricated truss spans. The northern end of the bike-pedestrian crossing would connect to Ohio Drive SW in East Potomac Park.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

3.9. Support for Bike-Pedestrian Crossing Downstream of Long Bridge

Comment: A downstream location for the bike-pedestrian crossing is preferable from a user standpoint because it would be much quieter and have better views.

Response: FRA and DDOT considered an independent bridge downstream of the existing railroad bridge during the screening of options for a bike-pedestrian crossing (Option 3). This option was eliminated from consideration because it would introduce a new visual element into the viewsheds from GWMP, East Potomac Park, and the Potomac River, resulting in additional impacts, and because it could not provide a direct connection to Long Bridge Park and from there to Crystal City. NPS did not support Option 3 as Section 4(f) mitigation because of its visual impacts.

Where to find in the FEIS ROD: See DEIS online at <http://longbridgeproject.com/deis/>
(Chapter 22, Bike-Pedestrian Crossing)

Appendix F:

Agency, Operator, and Organization Comments Received

Federal Agency Comments

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**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029**

October 25, 2019

Anna Chamberlin
Neighborhood Planning Manage and Sustainability Division
District Department of Transportation
55 M Street SE, Suite 400
Washington DC 20003

David Valenstein
Railroad Policy and Development
Federal Rail Administration
1200 New Jersey Ave SE
Washington, DC 20590

Re: Draft Environmental Impact Statement and Draft Section 4(F) Evaluation, Long Bridge Project,
District of Columbia and Arlington VA, CEQ #20190221

Dear Ms. Chamberlain and Mr. Valenstein:

In accordance with the National Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental protection Agency (EPA) has reviewed the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) Draft Environmental Impact Statement (DEIS) for the Long Bridge Project. The proposed project would provide needed additional long-term railroad capacity to address planning year 2040 and improve the reliability of railroad service through the Long Bridge Corridor from Arlington, Virginia and L'Enfant (LE) Interlocking near 10th Street in the District of Columbia.

The purpose and need of the Proposed Action are to provide additional rail capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

We appreciate the thoroughness of the document's alternatives discussion and the coordination done by FRA with resource agencies including the National Marine Fisheries Service (NMFS). We suggest that the final EIS (FEIS) provide more detail on the coordination, including future coordination, with NMFS. It is noted in the DEIS that impact to submerged aquatic vegetation (SAV) is likely from a



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new structure crossing the Potomac River. SAV has important function as aquatic habitat and in water quality. EPA recommends consideration of mitigation for the potential loss of SAV resource. As design plans advance, EPA recommends FRA investigate opportunities for the placement of green infrastructure best management practices (BMPs) in the study area to further capture stormwater runoff from entering the Potomac River. Please see more detail in our attached technical comments.

We ask that you consider our comments in this letter and enclosure in preparation of the FEIS. We would also welcome the opportunity to discuss any of these comments. Please feel free to contact me at (215) 814-3322 or rudnick.barbara@epa.gov or Ralph Spagnolo at (215) 814-2718, spagnolo.ralph@epa.gov with any comments or questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Barbara Rudnick', with a stylized flourish at the end.

Barbara Rudnick
NEPA Program Coordinator
Office of Communities, Tribes & Environmental
Assessment

Enclosure
Detailed Comments for Draft Environmental Impact Statement
Long Bridge Project

EPA has the following recommendations for consideration in the development of the final EIS:

Natural Ecological Systems (Section 5.4.1)

Terrestrial vegetation (Section 5.4.1.1)

The preferred Action Alternative A will have permanent impacts to 3.7 acres of narrow strips of vegetation along the linear footprint of the proposed bridge. It is recommended that impacts to this vegetation be minimized and if permanent impacts result, we encourage consideration of compensatory mitigation for the loss of resource.

SAV (5.4.1.3)

The DEIS states that there is potential permanent impact a total of 2,650 square feet of SAV from the pier construction and shading from the new deck, and some additional impact from the pedestrian walkway, based on the latest aerial survey performed by the Virginia Institute for Marine Science in 2017 (VIMS). If these impacts cannot be avoided, we recommend that compensating for the permanent loss be considered by FRA. Additionally, if there is a possibility of indirect impacts to SAV beds downstream in the Potomac River, resulting from scour and deposition from the installation of crossing piers, EPA suggests addressing minimization of these potential impacts in the FEIS. As VIMS has not performed a complete SAV survey since 2017, it may be prudent and beneficial to perform multi-year field surveys of the existing SAV beds prior to construction to update available information on the SAV resource condition and coverage in the local area. EPA would appreciate an opportunity to contribute and participate in the SAV field survey planning and implementation.

Rare, Threatened and Endangered Species (5.4.2.2)

EPA appreciates continued coordination with the National Marine Fisheries Service (NMFS) as the project proceeds forward, including consultation to determine recommendations on time-of-year restrictions and minimization techniques to migrating fish species. We suggest that the FEIS explain what measures will be implemented to minimize the impacts to all fish species during the construction phase, especially during the installation of bridge piers (this may include need for vibration attenuation such as bubble curtains to reduce impact to fish). We recommend the FEIS further address FRA's and DDOT's coordination with the NMFS for avoidance and minimization to migratory fish species, especially the *Acipenser brevirostrum*, shortnose sturgeon, and *Acipenser oxyrinthus*, atlantic sturgeon.

Stormwater (6.3.1.3.)

It is mentioned in the DEIS that a stormwater management plan will be developed for the project in the design phase and it will detail the location and design of all planned stormwater management facilities. EPA recommends the FEIS include a proposed or preliminary stormwater management plan, identifying potential locations for best management practices (BMPs). We suggest the plan include the type of BMPs being evaluated and estimate the amount of stormwater runoff they would treat. We recommend

evaluation of the use of green infrastructure techniques such as bio-swales, rain gardens, porous pavement, etc.

Air Quality and Greenhouse Gases (10.0)

Regulatory Context (10.2.1)

It is recommended that a citation to the general conformity rule (40 CFR part 93, subpart B) and the *de minimis* thresholds (40 CFR 93.153) be included in the discussion of general conformity on page 10-2. Page 10-2 states, “Arlington County does not have regulations or ordinances that govern air pollutant emissions.” Note that Arlington County is included in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS. Therefore, Virginia laws and regulations for both attainment and marginal nonattainment areas apply to Arlington County as well as the federal Clean Air Act (CAA).

Air Quality (10.2.2.1)

It is recommended that the paragraph on page 10-4 regarding the quantitative construction air quality analysis explain that the project is in the Washington, DC-MD-VA marginal nonattainment area for the 2015 8-hour ozone NAAQS, therefore, pursuant to the general conformity rule at 40 CFR part 93, subpart B and 40 CFR 93.153, a general conformity applicability analysis is required.

Ambient Air Quality (10.3.1)

Table 10-1 on page 10-6 shows 2017 design values, which are calculated using 2015-2017 monitoring data. However, page 10-5 refers to the data in Table 10-1 as being from 2014 to 2016. Also, note that 2018 design values are available.

Page 10-5 states, “The EPA designates the District and Arlington County as nonattainment areas for 8-hour O₃...”. It is recommended that it be clarified that the District and Arlington County are designated as marginal nonattainment for the 2015 8-hour ozone NAAQS. Both areas are maintenance for the 2008 8-hour ozone NAAQS. It is suggested that a reference to EPA’s Green Book at <https://www.epa.gov/green-book> be included.

Air Quality Index (10.3.2)

Page 10-6 provides background information on the Air Quality Index (AQI) but does not include information specific to the project area. We would be pleased to discuss recommended detailed air quality data for the study.

Regional Greenhouse Gas Emissions (10.3.3)

EPA recommends Table 10-2 Air Quality Index and Associated Health Effects be moved under section 10.3.2 Air Quality Index.



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

October 28, 2019

9043.1
ER 19/0417

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and draft Section 4(f) Evaluation for the Long Bridge Project (the Project), which connects Arlington, Virginia to Washington D.C. The Department submits the following comments in accordance with provisions of the National Transportation Act of 1966, as amended 23 U.S.C. 138 and 49 U.S.C. 303, referred to as Section 4(f), and the applicable regulations at 23 C.F.R. 774, and other regulations and guidance.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the DEIS and Draft Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The location of this proposal is in the Capitol Hill neighborhood of the District of Columbia (District) beneath eastbound Virginia Avenue SE from 2nd Street SE to 9th Street SE; Virginia Avenue Park between 9th and 11th Streets; and the 11th Street Bridge right-of-way. Construction is anticipated to start 2022 and last for approximately four to five years. The proposed new infrastructure includes a new two-track railroad bridge and a bicycle/pedestrian bridge over the Potomac River that will transect both the National Mall and Memorial Parks (NAMA) and the George Washington Memorial Parkway (GWMP). Because of the Project's impacts to these National Park Service (NPS) administrative units, the NPS is

serving as a cooperating agency on this project and has been coordinating with FRA, DDOT, and DPRT during the development of the DEIS.

As part of this DEIS and draft Section 4(f) Evaluation process, a number of different preliminary concepts were developed. Following an evaluation of these concepts several failed to meet the Project's overall purpose and need, and were dismissed from further analysis. The two action alternatives evaluated in the DEIS include:

- **Alternative A** - Action Alternative A would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking in Arlington, Virginia through LE Interlocking in the District. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP.
- **Alternative B** - Similar to Action Alternative A, Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges. In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A.

As stated in the DEIS and draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). Of the two build alternatives being considered, Alternative A was identified as being a preferred alternative in the DEIS and draft Section 4(f) Evaluation. Under both alternatives, a bicycle-pedestrian bridge with connections to Long Bridge Park, the Mount Vernon Trail, and Ohio Drive SW located between the Metrorail Bridge and a new upstream railroad bridge is being considered as potential mitigation for impacts to properties protected under Section 4(f).

After review of the DEIS and draft Section 4(f) Evaluation, the Department understands that, due to the current location, this project will result in significant permanent and temporary impacts of the following Section 4(f) resources:

- **The GWMP/Mount Vernon Memorial Highway** - Congress established the GWMP in May 1930, as one of the nation's premiere parkways, in the 1930s to commemorate the first President of the United States, provide scenic drives and connectivity to historic sites along the Potomac River, and create an aesthetic entryway into the District. The 25-mile parkway, administered by the NPS, runs along the Potomac River from the Mount Vernon Estate to Great Falls, Virginia. The Mount Vernon Memorial Highway (MVMH) is the original 15.2-mile segment of the GWMP commemorating the birth of George Washington.

- **Mount Vernon Trail (MVT)** – The MVT is an 18-mile paved trail for pedestrians and bicyclists that runs between George Washington's Mount Vernon Estate and Theodore Roosevelt Island and parallels the GWMP for its entire length. The MVT is a recreational resource within the park, however, it is not currently a contributing resource to the GWMP or MVMH Historic Districts.
- **East Potomac Park (EPP)** - East Potomac Park is one of the largest recreational spaces in the Washington, DC, core, occupying most of Hains Point between the Washington Channel and the Potomac River. It is almost 330 acres in size and extends southeast of West Potomac Park. East Potomac Park has been primarily developed for active recreation uses. The park currently contains a golf course with food service, one of the country's oldest miniature golf courses, a swimming pool, and a tennis facility. The area's roads are well used by bicyclists. Visitor services also include picnic facilities, restrooms, and a playground.
- **Hancock Park** - approximately 1.11-acre located between the existing railroad tracks, northeast of the LE Interlocking, west of 7th Street SW, south of Maryland Avenue SW, and east of the 9th Street SW Expressway. HP contains open space, walkways, landscaping and screening, and café tables and chairs.

Alternative A would require the permanent use of up to .5 acres for the new bridge structure along the western side of the exiting Long Bridge and approximately .62 acres from the new bicycle/pedestrian bridge. The new railroad bridge would pass over the MVT and GWMP roadway and would permanently occupy a portion of the vegetated area between the trail and the roadway, with 15-20 foot high retaining walls. Construction of the new bridge would result in removal of approximately 70 trees, including three larger trees with greater than 34-inch trunk diameters. Some of these trees date to the 1932 planting plan of the GWMP and were intended to visually screen the railroad bridge from the motorway. Temporary use of up to 3.8 acres of NPS-administered land from the GWMP and MVMH for construction access and staging.

Alternative A would require the permanent use of up to 2.75 acres for retaining walls, abutments, and bridges through the park and approximately .31 acres from the new bicycle/pedestrian from NPS property from EPP and WPP. The new railroad bridge would pass over East Ohio Drive and the two new tracks would require widening of the existing railroad embankment, affecting approximately 2.4 acres of the park. The widened railroad right-of-way would also permanently occupy a portion of NPS Parking Lot C, causing the permanent loss of up to 50 parking spaces. Construction staging areas and widening of the embankment would require removal of approximately 170 trees, including eight larger trees with greater than 34-inch trunk diameters and up to four Japanese cherry blossom plantings. The majority of the trees removed (150) would be small saplings under 12-inch trunk diameters that screen the railroad tracks. Temporary use of up to 5.7 acres of NPS property from EPP and WPP for construction access and staging.

FRA has determined that the use of Hancock Park is *de minimis*. The temporary use is for construction access and staging. The NPS does not concur with this finding as a third of this very small park will be unavailable for use by the public for a duration of three years. The NPS considered this a temporary use under Section 4(f).

The Department agrees with the statements in both the DEIS and Draft Section 4(f) Evaluation that the Project would result in a determination of “adverse effect” under Section 106 National Historical Preservation Act (Section 106) to GWMP, MVMH, EPP and WPP historic resources. The removal of contributing vegetation, especially mature trees that date to the GWMP’s 1932 planting plan and were intended to screen the railroad bridge from motorists, and the introduction of highly visible major infrastructure would diminish the historic integrity (specifically, the contributing vegetation), and inherent feeling of both the GWMP and MVMH. Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through incorporation of parkland and removal of up to four contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect. Due to a determination of adverse effect, NPS has been participating as a consulting party in the development of a Programmatic Agreement which is being prepared in consultation with the DC State Historic Preservation Office and other consulting parties.

With regard to the draft Section 4(f), the Department understands no feasible and prudent alternatives that avoid the use of Section 4(f) properties were identified and that the action alternatives evaluated have somewhat equal impacts to Section 4(f) properties. The draft Section 4(f) Evaluation does not make a determination regarding prudent and feasible, as defined in 23 CFR 774.17. Document states that FRA will complete the Final Section 4(f) Evaluation at the same time as the FEIS for the Project. It will include a determination of the impacts to Section 4(f) properties resulting from the Preferred Alternative and documentation of measures to minimize harm. As a result, the Department is not likely to concur at this time. The Department will require more information regarding alternatives, mitigation and minimization as well as FRA determination of prudent and feasible. Implementation of the bicycle/pedestrian bridge is an element that would be a benefit to the NPS properties being impacted and would enhance access and connectivity to and through NPS properties.

Finally, the Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad services and understands the rationale for expanded capacity to occur within this corridor. However, we also understand the major significant impacts the project will have on NPS property, visitor use, access, and experience, impacts to additional Section 4(f) resources and that the disruption during construction will last between four and five years. The Department remains concerned with significant impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DPRT during this long-term planning process to continue to mitigate and minimize these impacts.

If you have any questions or concerns regarding these comments, please contact Tammy Stidham, Deputy Associate Area Director - Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email Tammy_Stidham@nps.gov.

The Department appreciates the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a stylized flourish at the end.

Lindy Nelson
Regional Environmental Officer

cc: Tammy Stidham, NPS

Farmer, Lee

From: Susan Stafford - LongBridgeProject.com <susan.stafford@faa.gov>
Sent: Monday, October 28, 2019 8:13 AM
To: info@longbridgeproject.com
Subject: [External] Long Bridge DEIS

Name: Susan Stafford
Email: susan.stafford@faa.gov

Subject: Long Bridge DEIS

Message: Thank you for the opportunity to review and comment on the Long Bridge DEIS. The FAA has no comments other than to reiterate, as acknowledged in the DEIS, that Form 7460-1 Notice of Proposed Construction or Alteration must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR Part 77.9). This requirement is based on the project's proximity and unknown height of project elements, including construction equipment, to Ronald Reagan Washington National Airport (DCA). Notice should be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at <https://nam04.safelinks.protection.outlook.com/?url=www.oeaaa.faa.gov&data=02%7C01%7C1farmer%40vnb.com%7C1afdd07e194e45d0276308d75ba0244c%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637078615696164395&sdata=tQ9a0V0nYZ%2FrDf130CelFLCaJFvV06R8UaspL%2BV82OI%3D&reserved=0>.

Sent from the contact form at longbridgeproject.com

IN REPLY REFER TO:
NCPC FILE No. 7819

October 24, 2019

Ms. Anna Chamberlin, AICP
55 M Street SE, Suite 400
Washington, DC, 20003-3515

Re: Long Bridge Project – Draft Environmental Impact Statement Comments

Dear Ms. Chamberlin:

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) through our Cooperating Agency role in the Long Bridge project. We offer the following guidance to assist the Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) in developing a final EIS that would enable NCPC review of all potential project-related land transfers and federal property improvements. Our Commission will rely on the EIS and Record of Decision (ROD) to satisfy its compliance requirements under the National Environmental Policy Act.

Future Property Transfers

The DEIS references NCPC's review authority over potential federal land transfers, with several locations described in the Environmental Consequences Report (Appendix D3), Scoping Report (A1), and Property and Land Use (12) chapter. The final EIS should provide more detail pertaining to transfer area size, location, impervious area change, tree removal, visual impact, and proposed mitigation. Additionally, the Record of Decision should contain a separate land transfer section to help facilitate NCPC review.

Memorials and Museums Master Plan (2M Plan) – Prime Candidate Site # 13

The DEIS concludes that a nearby potential East Potomac Park memorial site (#13), identified by the NCPC Memorials and Museums Master Plan (2M Plan), is "not incompatible" with the preferred alternative. Both action alternatives would construct new tracks along the northside (opposite side from Site # 13) of the existing railway alignment. DDOT should ensure that the site's functionality as a future commemorative use is preserved once potential railway improvements are complete.

Ms. Anna Chamberlin, AICP
Page Two

New Pedestrian/Bicycle Bridge Connection

NCPC supports a new pedestrian/bicycle bridge across the Potomac River as important 4(f) mitigation for potential Long Bridge project improvements. The DEIS describes the benefit of such a crossing as improving connectivity between Long Bridge Park, George Washington Memorial Parkway, Mount

Vernon Trail, and East Potomac Park. Pedestrians and bicyclists would be able to cross the Potomac River without the inconvenience and discomfort of traveling alongside motorized traffic as under current conditions. Though the new bridge is not funded at this time, NCPC supports bridge funding in conjunction with future Long Bridge-related improvements, with future design to be development in coordination with NPS, Arlington County, and other important stakeholders.

Project Setting

As noted in the DEIS, Long Bridge is in a visible area, spanning between George Washington Memorial Parkway and East Potomac Park, near the Jefferson Memorial, within several significant/gateway view-sheds. NCPC seeks to preserve the sensitive nature of the study area setting as articulated through Commission policies from the Urban Design Element and its accompanying Technical Addendum. We encourage DDOT and other study stakeholders to identify appropriate project mitigation including screening/softening vegetation and exploring multiple steel bridge girder and pier façade treatments as the study process continues. In particular, selecting natural paint tones and/or stone façade materials may harmonize the existing and/or new bridge spans with the surrounding natural landscape and complement existing or adjacent bridge structures. The final EIS and ROD should include specific mitigation proposals such as these.

National Park Service Property Impacts

NCPC encourages continued coordination between DDOT and the National Park Service (NPS) to effectively mitigate anticipated visitor use, access, experience, and Section 4(f) resource impacts to NPS property. We note that all potential affected federal property is under NPS jurisdiction. Project mitigation should be commensurate with the amount of property needed temporarily for construction and permanently over the long-term, and the expected removal of trees.

Ms. Anna Chamberlin, AICP
Page Three

We appreciate the opportunity to provide comments and we look forward to our continued involvement in the NEPA process. If you have any questions regarding our comments, please contact Michael Weil at 202.482.7253 or michael.weil@ncpc.gov.

Sincerely,

Diane Sullivan 10/24/19

Diane Sullivan, Director
Urban Design and Plan Review Division

cc: Anna Chamberlain, DDOT
Frederick Lindstrom, US Commission of Fine Arts
Peter May, National Park Service
Andrew Lewis, District of Columbia State Historic Preservation Office



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

OCT 21 2019

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE, Suite 400
Washington, DC 20003-3515

Re: Long Bridge Project Draft Environmental Impact Statement (DEIS)

Dear Ms. Chamberlin:

Thank you for providing us with your Draft Environmental Impact Statement (DEIS) on September 5, 2019, prepared by the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT), and for your early coordination with the Cooperating and Participating agencies on the Long Bridge Project. The Proposed Action consists of potential improvements to Long Bridge and related railroad infrastructure between RO Interlocking in Arlington, Virginia, and L'Enfant (LE) Interlocking near 10th Street SW in the District (the Project Area).

Action Alternative A (the Preferred Alternative) would construct a new two-track railroad bridge over the Potomac River and the George Washington Memorial Parkway (GWMP) between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking through LE Interlocking. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP. Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge and would replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges.

FRA and DDOT identified an independent bike-pedestrian crossing as proposed Section 4(f) mitigation. This crossing would be on an independent bridge between the new railroad bridge and the Metrorail bridge. It would begin in Long Bridge Park; cross over the GWMP, Mount Vernon Trail (MVT), Potomac River, and Ohio Drive SW; and end in the NPS Parking Lot C in East Potomac Park. Ramps would connect the crossing with a path just north of the new Long Bridge Park Aquatic Center, the MVT, and East Potomac Park.

Constructing structures over the Potomac River and Washington Channel would require barges to store and assemble materials, to deliver labor and equipment, and to support various construction activities. Crews would place barges at each pier for construction purposes as well as downstream for staging. The construction of temporary finger piers on each shore would allow crews to receive materials and equipment from the barges. Crews would erect superstructures over water with cranes on barges. Construction of the piers and some abutments would require watertight enclosures, which would involve excavating the river bottom.



For the assessment of impacts to submerged aquatic vegetation (SAV) in the Potomac River, the EIS considers a distance approximately 2,000 feet upstream and downstream of the Project footprint to address the potential for scour and deposition to SAV beds. Available data (2013-2017) obtained from the Virginia Institute of Marine Science (VIMS) show that SAV beds are present in Roaches Run within the southern portion of the SAV Local Study Area and along the north shoreline of the Potomac River immediately upstream from Long Bridge. Both alternatives would have the same impacts on SAV:

- The new upstream bridge would result in one pier encroaching into a SAV bed found along the northern shore of the Potomac River, resulting in the loss of 1,750 square feet associated with the 70-foot by 25-foot cofferdam construction of the pier structure.
- Shading caused by the new deck may have permanent impacts to 1,900 square feet of SAV.
- Scour and deposition from installing the crossing piers may result in impacts to downstream SAV beds in the Potomac River.
- The temporary barge pier located along the northern shoreline of the Potomac River just upstream from Long Bridge for approximately five years during construction would result in the loss of approximately 7,851 square feet of SAV.

Construction of the new upstream bridge includes the installation of 22 piers in the Potomac River and replacing one pier in the Washington Channel/Tidal Impoundment with a larger pier, totaling 7,392 square feet (0.2 acre) and 1,115 square feet (<0.1 acre) of disturbed benthic habitat, respectively. Temporary finger piers and a spud barge would be necessary for construction. The construction of each pier would involve installation of sheet piles to create enclosed cofferdams that would be dewatered. Temporary habitat loss from construction of the new upstream bridge would total 31,358 square feet (approximately 0.7 acres) in the Potomac River and 1,635 square feet (<0.1 acre) in the Washington Channel/Tidal Impoundment. Alternative B would result in additional impacts from demolishing the existing bridge and construction of the new bridge.

Proposed minimization and mitigation:

- Erosion control and stormwater management measures would be used during construction to reduce disturbance to wetland vegetation and SAV from erosive forces, such as stormwater runoff.
- Silt curtains would be used to contain suspended sediments and minimize impacts to SAV.
- The construction contractor would be advised of SAV locations and required to avoid boat traffic within shallow water areas where SAV could be damaged by boat motor propellers.
- New piers would be lined up with existing piers to minimize potential impacts to SAV by decreasing the number and footprint of new piers within areas that SAV could occupy in the future. Eliminating the downstream bridge alignments from consideration prevented encroaching on Roaches Run. Additional coordination at RO Interlocking resulted in the elimination of a culvert extension into Roaches Run and avoided additional impacts to SAV.

- Work would be conducted behind dewatered cofferdams.
- If an impact hammer is used to install piles, noise attenuating methods would be used to reduce noise levels to below injury or behavioral modification thresholds for fish.
- Time of year restrictions would be required for in-stream construction to avoid impacting migratory fish species.

Anadromous fish

The proposed project is located above the estuarine mixing zone in tidal fresh water and is not designated as essential fish habitat (EFH) for federally managed species. However, as you describe in your EIS, anadromous species have been documented as spawning near and/or migrating through the study area, including: blueback herring (*Alosa aestivalis*), hickory shad (*Alosa mediocris*), alewife (*Alosa pseudoharengus*), American shad (*Alosa sapidissima*), and striped bass (*Morone saxatilis*). We generally recommend that in-water construction activities that could impact the migration or spawning of these species be avoided from February 15 through June 15. We recognize that multiple, overlapping time of year restrictions make construction timelines difficult, and we will be happy to work with you and the permitting agencies to develop a timeline of what activities would be restricted at what times of year to assist in planning purposes.

Submerged Aquatic Vegetation (SAV)

SAV and their associated epiphytes are highly productive, produce a structural matrix on which many other species depend, improve water quality and stabilize sediments. Seagrasses are among the most productive ecosystems in the world and perform a number of irreplaceable ecological functions which range from chemical cycling and physical modification of the water column and sediments to providing food and shelter for commercial, recreational, as well as economically important organisms.

The U.S. Environmental Protection Agency has designated SAV as a special aquatic site under Section 404(b)(1) of the federal Clean Water Act, due to its important role in the marine ecosystem for nesting, spawning, nursery cover, and forage areas for fish and wildlife, and SAV is a priority habitat for NOAA.

You state in the EIS that SAV impacted by the temporary construction pier would likely return after removal of the pier. Given that the construction pier would be in place for more than five years, it is possible that SAV would not rebound post-removal. As a result, these impacts should be considered permanent and you should provide compensatory mitigation to offset the loss. Because of the ecological value of SAV, we recommend that if impacts cannot be avoided that in-kind mitigation be undertaken unless it can be demonstrated that the planting of SAV is not practicable. We typically recommend an in-kind compensation ratio for SAV impacts of 3:1.

Recommendations

Compensatory mitigation should be provided for the loss of open water habitat resulting from installation of permanent bridge piers and for the temporary and permanent losses of SAV.

Because there is successful SAV in the area now, and you will not be changing the depth or sediment type in the project area, we recommend that after removing the construction pier you:

- (1) allow the sediment to settle;
- (2) re-plant the area for the following growing season to restore existing conditions;
- (3) mitigate for the temporal loss of SAV habitat by planting additional SAV at a 3:1 ratio, preferably in locations where SAV has been successful in the past but has disappeared or has minimal density; and
- (4) monitor the entire project site for five years to determine if there are additional SAV losses resulting from the proposed project that require mitigation and to determine the success of re-planting. If SAV growth has not been documented by year three, a second round of planting may be necessary.

We appreciate the efforts you have made to avoid and minimize impacts early in the planning of your proposed project, and the efforts that you have made to coordinate with the regulatory and resource agencies. We look forward to continued coordination on this project as it moves forward. If you have questions or would like to discuss this further, please contact Kristy Beard at kristy.beard@noaa.gov

Sincerely,



Karen Greene
Mid-Atlantic Field Offices Supervisor
Habitat Conservation Division

Cc: Anderson (ACOE)
Hopper (NMFS PRD)



COUNCIL OF THE DISTRICT OF COLUMBIA
1350 PENNSYLVANIA AVENUE, N.W., SUITE 408
WASHINGTON, D.C. 20004

Elissa Silverman
Councilmember, At-Large
Chair, Committee on Labor and Workforce Development

Office: (202) 724-7772
Fax: (202) 724-8087
esilverman@dccouncil.us

October 28, 2019

District Department of Transportation
Anna Chamberlin, AICP
55 M Street S.E.
Washington, D.C. 20003

Dear Ms. Chamberlin,

As a cyclist and frequent commuter to Arlington County, I write to express my strong support for the bike-pedestrian crossing mitigation measures for the Long Bridge Project. The impact of the Metropolitan Branch Trail in the District has been invaluable, and a bike-pedestrian crossing to connect the District of Columbia with the Commonwealth of Virginia would be an enormous advancement for residents in both jurisdictions.

Expanding our regional connectivity by supporting multimodal forms of transit is one of the best ways to increase access to parks and open spaces, improve personal mobility, support an active transportation network and improve public health. It also builds upon our jurisdictions' shared commitments to transportation equity and environmental protection.


I hope the bike-pedestrian crossing will remain part of the Long Bridge Project and be completed contemporaneously. This is a once-in-a-generation opportunity to improve the connectivity between our jurisdictions, and I look forward to continuing to be a partner in advancing the District and Virginia's shared transportation goals as the project moves forward.

Sincerely,

A handwritten signature in black ink, reading "Elissa Silverman".

Elissa Silverman
D.C. Councilmember, At-Large

TO: Anna Chamberlain, Long Bridge Project Manager

FROM: Tommy Wells, Director of the Department of Energy and Environment 

DATE: October 28, 2019

SUBJECT: Department of Energy and Environment Comments on Long Bridge Project

The Department of Energy and Environment (DOEE) appreciates the opportunity to provide input on the Long Bridge Project, specifically the bike-pedestrian component of the project. DOEE is very supportive of the proposed bike-pedestrian crossing and strongly prefers that the crossing remain in the final project plan. The bike-pedestrian crossing would align with important goals and targets within the District of Columbia's sustainability plan known as [Sustainable DC 2.0](#), as well as support the goals of the District's comprehensive energy plan/climate action plan, [Clean Energy DC](#).

The proposed crossing would directly support several Sustainable DC transportation goals:

- Expand safe, connected infrastructure for pedestrians and cyclists (Transportation Goal 2),
- Enhance affordable, convenient transportation options to reduce dependency on single occupant vehicles (Transportation Goal 3), and
- Reduce greenhouse gas emissions and air pollution from the transportation sector (Transportation Goal 4).

The crossing would also directly support Transportation action 2.1: "Develop and maintain a safe and convenient citywide bicycle land and trail network," something which was broadly supported and emphasized during plan development. In addition to transportation, the bike-pedestrian crossing would support Health Action 1.2: "Prioritize community-driven strategies to support physical activity in unexpected but everyday spaces." Encouraging commuting by foot or bicycle can help achieve that goal, as does increasing "transit walking," the steps taken to and from public transit. *Research from the American Journal of Public Health* (Freeland, 2013) and the *International Journal Environmental Research and Public Health* (Nissel et al, 2012), as well as numerous other studies, have shown that increasing access to frequent public transit can also increase physical activity through transit walking.

Finally, the crossing would support Clean Energy DC's call for cleaner transportation: "large reductions in GHG emissions from the transportation sector will be needed to meet the District's GHG reduction targets. This means changing the way District residents move around

the city by increasing the use of public transit, biking, and walking.” In fact, the Clean Energy DC Plan modeled a 9.6% GHG reduction by 2032 would come from shifting transportation mode share to walking, biking, and mass transit. This project would directly support that goal.

In summary, DOEE strongly supports the bike-pedestrian crossing component of the Long Bridge project and firmly believes the crossing would directly support several of the District’s long-term sustainability and climate goals.

Long Bridge Project (Project)
Draft Environmental Impact Statement and Draft Section 4(f) Evaluation
Review Comments by DC Water

The purpose of the Project is to provide additional railroad capacity. The corridor spans between the RO interlocking in Arlington, VA and L'Enfant interlocking near 10th St SW in Washington, DC.

The Draft EIS includes three alternatives:

1. No Action Alternative
2. Action Alternative A: includes construction of a new two-track bridge over the GWMP and the Potomac River, two new two-track bridges over I-395, and a new four-track bridge over Ohio Drive SW, the Washington Channel and Maine Ave SW.
3. Action Alternative B: includes construction of two new two-track bridges over the GWMP (replace existing bridge), a new two-track bridge and replace existing Long Bridge with new two-track bridge over the Potomac River, two new two-track bridges over I-395, and a new four-track bridge over Ohio Drive SW, the Washington Channel and Maine Ave SW.

Potential impacts on DC Water's water infrastructure assuming Action Alternative A or B is implemented:

1. The Long Bridge Project team shall be aware of water mains along the corridor and within the footprint of the Project that will likely be affected by the construction of the Long Bridge. These include but are not limited to:
 - a. 12-inch water main along Maine Ave SW - will potentially be affected as the Project intends to expand the current two-track bridge to a four-track bridge over Maine Ave SW.
 - b. Other 8-inch and 12-inch water mains that run parallel or perpendicular to the existing tracks along Maryland Ave SW - these mains, either underground or hanging from existing bridges, will likely be affected by construction activities.
 - c. 20-inch water main along the 12th St Expy - will likely be affected by construction activities.
2. To avoid / minimize potential disruption of water service due to construction activities associated with the expansion of Long Bridge, DDOT and FRA shall engage DC Water in the review process of the design documents.

Water utilities along the Corridor may need to be relocated such that existing water utilities are not compromised and service to the customers is not disrupted. FRA and DDOT shall be responsible for the relocation, protection and water service continuity during the length of the Project. The Project team is responsible for obtaining the latest information on all DC Water' assets that may be affected by the Project. This assessment does not provide an analysis of the potential construction impacts to the water infrastructure as construction details for the Long Bridge have not been provided. In addition, this review does not evaluate the impact of increased water demands associated to the Long Bridge Project as the environmental impact assessment document does not provide information on water demand requirements.

Potential impacts on DC Water's existing and proposed sewer infrastructure assuming Action Alternative A or B is implemented:

1. DC Water currently operates and maintains critical sewer infrastructure in the Long Bridge Project area, particularly the Potomac Force Mains. These parallel 6-foot and 8-foot diameter pipelines, constructed in the 1960s, serve a large number of customers in the western portion of the District

of Columbia, as well as suburban customers in Montgomery County, Maryland, and Fairfax and Loudoun Counties, Virginia. The pipelines run roughly parallel along the western shoreline of East and West Potomac Park. The Project team is responsible for ensuring sufficient pre-construction evaluation and protection during construction to ensure the Project does not damage these critical pipelines.

2. Other existing sewer infrastructure is also present throughout the Corridor. FRA and DDOT shall be responsible for the relocation and/or protection of sewer infrastructure during the Project. The Project team is responsible for obtaining the latest information on all DC Water assets that may be affected by the Project. This assessment does not provide an analysis of the potential construction impacts to the sewer infrastructure as construction details for the Long Bridge have not been provided.
3. DC Water is in the process of implementing its Combined Sewer System Long Term Control Plan (LTCP), also known as the DC Clean Rivers Project. The purpose of this project is to control combined sewer overflows (CSOs) into the District's waterways, which occur when the existing combined sewer system's capacity is exceeded during storm events. The project is required by the 2005 Federal Consent Decree entered into by DC Water, the District of Columbia, the U.S. Department of Justice, and the U.S. Environmental Protection Agency, as modified in January 2016. The Potomac River Tunnel (PRT) Project, currently in the planning phase, is the portion of the DC Clean Rivers Project which will provide control for CSOs along the Potomac River. The PRT will consist of a storage/conveyance tunnel and supporting infrastructure, including diversion facilities connecting to existing sewers, drop shafts, overflow structures, and ventilation control facilities. DC Water, in conjunction with the National Park Service, has completed an Environmental Assessment for the PRT project.

The PRT will convey flows captured from the Potomac River CSOs via gravity to the existing Blue Plains Tunnel and Blue Plains Advanced Wastewater Treatment Plant, generally via an alignment parallel to the eastern shoreline of the Potomac River. In the vicinity of the 14th Street Bridges (including the Long Bridge), the PRT must avoid the deep foundations of each of the five existing bridges. Based on review of record drawings provided by each of the bridge owners, Figure 1 shows the current planned alignment of the PRT as it passes through the Corridor. Figure 2 shows a cross section showing of the planned PRT alignment relative to the existing Long Bridge deep foundations based on drawings provided by CSX in April 2015. The Long Bridge Project EIS and subsequent design should consider how any proposed foundations will be coordinated with the PRT alignment, potentially including providing piers and piles aligned with those beneath the existing bridges upstream. This includes the bike-pedestrian crossing. The proposed Long Bridge Project and bike-pedestrian crossing alternatives presented in the EIS warrant close and early technical coordination with DC Water to determine any possible impacts as both projects continue into design.

General comments for the Long Bridge project assuming Action Alternative A or B is implemented:

1. In addition to the relocation and/or protection of DC Water assets, this project needs to ensure DC Water has full access to the DC Water assets during and after construction.
2. The proposed Long Bridge Project and bike-pedestrian crossing alternatives presented in the EIS warrant close and early technical coordination with DC Water as the project continues into design to determine any possible impacts to DC Water assets.

3. Please provide the project schedule for better coordination with DC Water's future CIP projects in the project area.

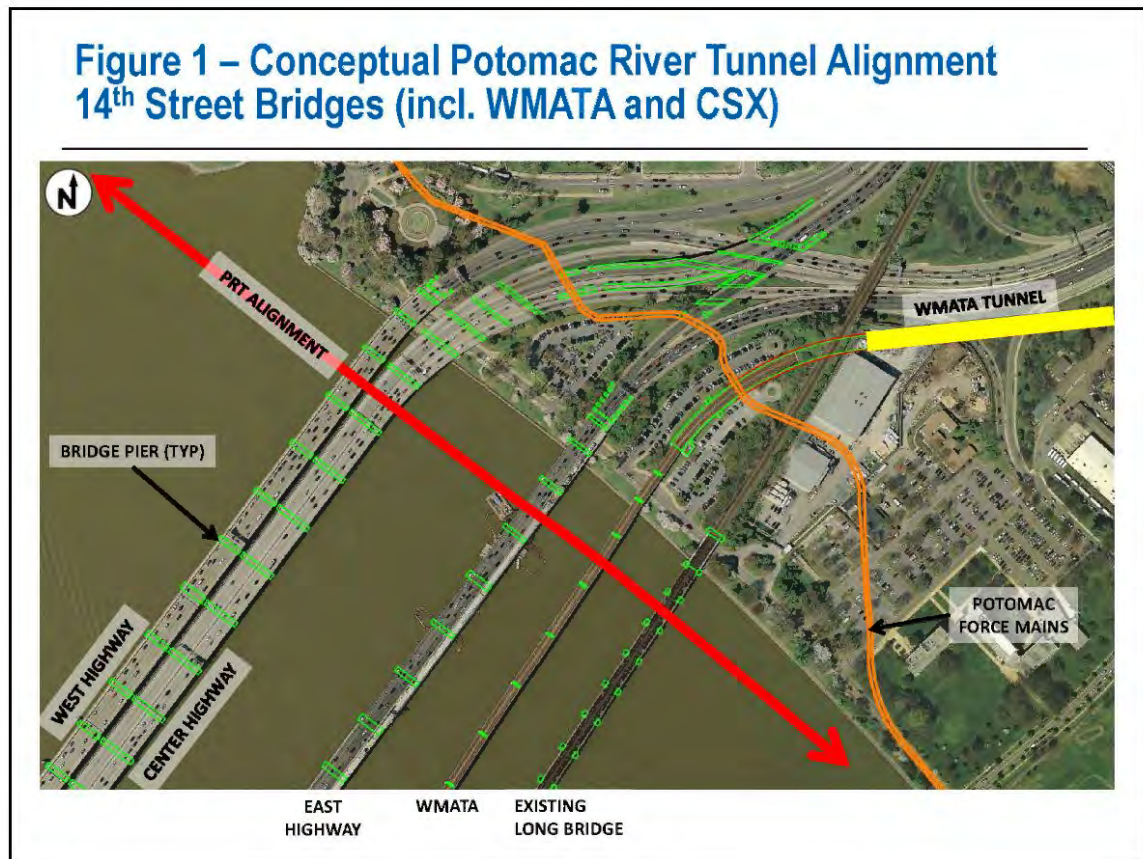
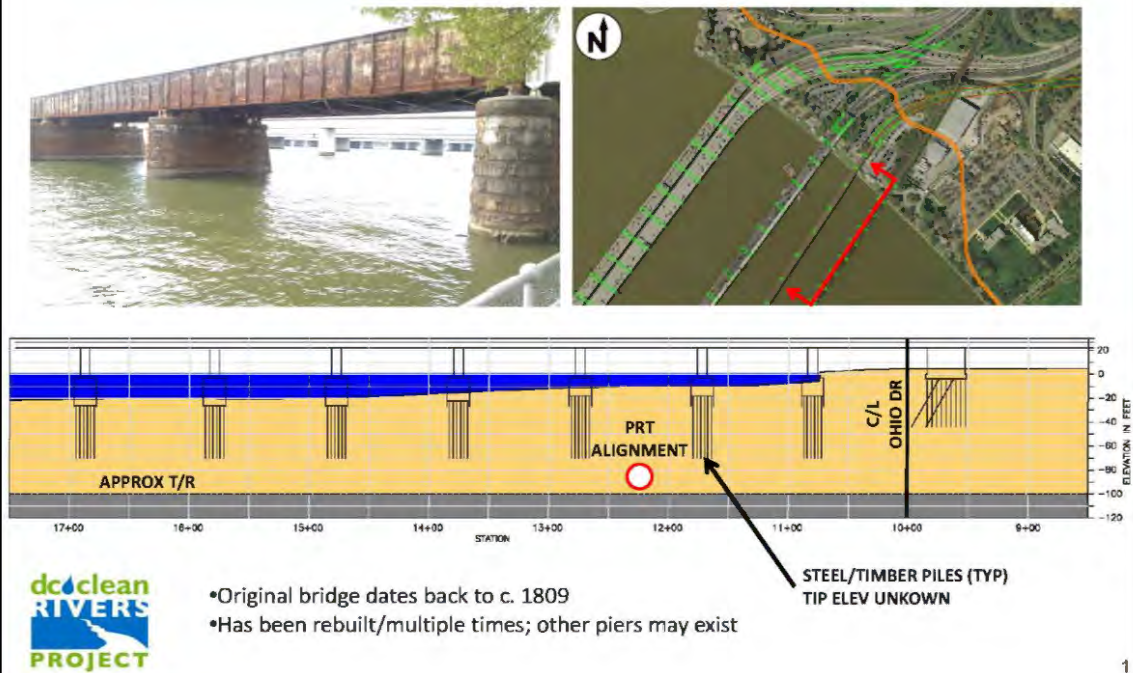


Figure 2 – Conceptual Tunnel Cross Section Long Bridge Crossing





October 4, 2019

Chairman

Hon. Matthew F. Letourneau

Vice Chairman

Hon. Katie Cristol

Secretary/Treasurer

Hon. Sharon Bulova

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Hon. Canek Aguirre

Hon. Elizabeth B. Bennett-Parker

Arlington County

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Hon. Jeffrey C. McKay

City of Fairfax

Hon. David Meyer

City of Falls Church

Hon. David F. Snyder

Loudoun County

Hon. Matthew F. Letourneau

Hon. Ron A. Meyer

Commonwealth of Virginia

Hon. Paul C. Smedberg

Virginia General Assembly

Senate

Sen. Richard H. Black

Sen. Adam Ebbin

House of Delegates

Del. David LaRock

Hon. James M. LeMunyon

Mr. M. David Skiles

Mr. Raul "Danny" Vargas

Executive Director

Katherine A. Maltice

Ms. Anna Chamberlin

Long Bridge Project

55 M Street SE, Suite 400

Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Northern Transportation Commission (NVTC), I am writing to endorse the Long Bridge Draft Environmental Impact Statement (DEIS) identification of **Action Alternative A** as the preferred alternative. NVTC is the regional transit Commission for Northern Virginia and the co-owner of the Virginia Railway Express (VRE) commuter rail.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the Long Bridge project to expand capacity of rail services and the regional transportation network while minimizing costs, construction time and impacts to surrounding area.

Construction of a new, two-track bridge would also align with station and rail infrastructure improvements by the Commonwealth of Virginia and VRE to enhance rail system capacity at L'Enfant Plaza, Crystal City and along the I-95 corridor designed to expand the number of commuter and intercity trains by 2040. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the mobility of Northern Virginia and the region.

NVTC strongly supports the Long Bridge Project to expand commuter rail service, to improve intercity connections throughout the Commonwealth to Northern Virginia, to enhance economic connectivity of the region as well as to provide a vital multimodal link across the Potomac River. This project is consistent with VRE's System Plan and with the Commission's strategic goals to increase the capacity of our regional transit network.

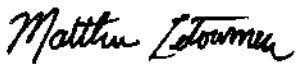
2300 Wilson Boulevard, Suite 230 • Arlington, VA 22201

Tel (703) 524-3322 • Fax (703) 524-1756

www.novatransit.org • [@novatransit](https://twitter.com/novatransit) • www.facebook.com/novatransit

We appreciate the opportunity to provide comment on the draft environmental impact statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Best regards,

A handwritten signature in black ink, reading "Matthew Letourneau". The signature is written in a cursive, flowing style.

Matthew F. Letourneau
Chairman



October 3, 2019

Ms. Anna Chamberlin
Long Bridge Project
55 M Street SE, Suite 400
Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I am writing to you to support the Long Bridge Draft Environmental Impact Statement (DEIS) identification of **Action Alternative A** as the preferred alternative. PRTC is a regional transit Commission comprised of the Counties of Prince William, Stafford, Spotsylvania, and the Cities of Fredericksburg, Manassas, and Manassas Park and the co-owner of the Virginia Railway Express (VRE) commuter rail.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, **Action Alternative A**, will fulfill the purpose and need of the Long Bridge project to expand capacity of rail services and the regional transportation network while minimizing costs, construction time and impacts to the surrounding area.

Construction of a new, two-track bridge would also align with station and rail infrastructure improvements by the Commonwealth of Virginia and VRE to enhance rail system capacity at L'Enfant Plaza, Crystal City and along the I-95 corridor designed to expand the number of commuter and intercity trains by 2040. Furthermore, the parallel bridge configuration proposed under **Action Alternative A** would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the mobility of Northern Virginia and the region.

PRTC strongly supports the Long Bridge Project to expand commuter rail service, to improve intercity connections throughout the Commonwealth to Northern Virginia, to enhance economic connectivity of the region as well as to provide a vital multimodal link across the Potomac River. This project is consistent with VRE's System Plan and with the Commission's strategic goals to increase the capacity of our regional transit network.

We appreciate the opportunity to provide comment on the draft environmental impact statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Best regards,

A handwritten signature in black ink, appearing to read "Ruth M. Anderson". The signature is fluid and cursive, with a large initial "R" and "A".

Ruth Anderson
Chair

October 28, 2019

Via ELECTRONIC MAIL

Ms. Anna Chamberlin, AICP, Manager, Project Review
District Department of Transportation, Planning and Sustainability Division
55 M Street SE, Suite 400
Washington, DC 20003
anna.chamberlin@dc.gov

Re: Long Bridge Project Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement

Dear Ms. Chamberlin:

I am writing on behalf of the Virginia Railway Express (VRE), a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.

VRE's continues to advocate for improved railroad capacity enhancements at Long Bridge. As the largest current and prospective railroad user of Long Bridge, we support the Preferred Alternative, Action Alternative A, a new two-track bridge upstream of the existing bridge while retaining the existing bridge. We also support the proposed Section 4(f) mitigation, including the potential construction of a new, bike-pedestrian shared use path beginning at Long Bridge Park in Virginia, bridging over the George Washington Memorial Parkway and the Potomac River to East Potomac Park, and connecting to Ohio Drive SW in the District. The construction of a separate bridge structure for this proposed connection mitigates the safety and security concerns previously noted by VRE regarding the need to maintain separation between trains and people to reduce the threat of damage or injuries.

Thank you for the opportunity to comment on this important transportation infrastructure project. VRE looks forward to continuing to collaborate with all our partners and stakeholders as the Long Bridge Project is implemented.

Sincerely,

A handwritten signature in black ink, appearing to read "Rich Dalton", with a stylized flourish at the end.

Rich Dalton
Deputy CEO and Chief Operating Officer
Virginia Railway Express

cc: Mike McLaughlin, DRPT
Oscar Gonzalez, VRE
David Valenstein, FRA



October 25, 2019

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE, Suite 400
Washington, DC 20003

RE: Long Bridge Project Draft Environmental Impact Statement

Dear Ms. Chamberlin,

The Washington Metropolitan Area Transit Authority (WMATA) appreciates the opportunity to comment on the Draft Environmental Impact Statement for the Long Bridge Project.

About WMATA

The Metro system operated by WMATA provides safe, clean and reliable transit service to five million people across the National Capital Region, covering 1,500 square miles of Maryland, Virginia and the District of Columbia. WMATA operates the third largest heavy rail transit (subway) service, the sixth largest bus network and the fifth largest paratransit service in the United States:

- Metrorail operates more than 1,100 heavy rail cars over 118 miles of track serving six train lines and 91 accessible rail stations;
- Metrobus operates more than 1,600 buses, which are all accessible to people with disabilities, serving more than 10,600 bus stops, and;
- MetroAccess provides around 2.4 million annual door-to-door paratransit trips for customers with disabilities who are unable to use Metrorail, Metrobus and local bus services for some or all of their trips.

Comments

WMATA appreciated the opportunity to meet with project staff earlier in the project. We encourage the District Department of Transportation and the Federal Railroad Administration to select the alternative that is least disruptive to our operations, as discussed during the meeting and below.

Construction activities over, under, or adjacent to the WMATA right-of-way, including the Yellow Line portal located on the east side of the Potomac River, must be coordinated with our Office of Real Estate and Parking and with our Office of Joint Development and Adjacent Construction. Ms. Anabela Talaia of the Office of Real Estate and Parking can be reached at (202) 962-1588 or by email at atalaia@wmata.com.

Projects adjacent to WMATA rights-of-way must conform to the Adjacent Construction Project Manual, which can be found at <https://www.wmata.com/business/adjacent-construction/index.cfm#main-content>. Mr. Ben Li leads our Adjacent Construction Program and can be reached at (202) 618-1016 or by email at JDAC@wmata.com.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

wmata.com

Thank you for providing us with the opportunity to comment. If you need any additional clarification, please contact me at jashe@wmata.com or 202-962-1745.

Sincerely,

James A. Ashe
Senior Program Manager



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

MARK B. JINKS
City Manager

703.746.4300
Fax: 703.838.6343

October 28, 2019

Ms. Anna Chamberlin
Long Bridge Project
55 M Street, SE, Suite 400
Washington, DC 20003

RE: Long Bridge Draft Environmental Impact Statement

Dear Ms. Chamberlin:

On behalf of the Alexandria City Council, I am writing to convey the City of Alexandria's endorsement of the Long Bridge Draft Environmental Impact Statement (EIS) identification of Action Alternative A as the preferred alternative. The City of Alexandria is a participating jurisdiction given its proximity to the bridge and the benefits it could realize from the project.

On September 5, 2019, the District of Columbia Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. In this document, the Long Bridge preferred alternative, Action Alternative A, will fulfill the purpose and need of the project to expand rail capacity and the regional transportation network while minimizing costs, construction time and impacts to the surrounding area.

Construction of a new, two-track bridge would align with station and rail infrastructure improvements planned by the Commonwealth of Virginia and VRE to expand the number of commuter and intercity trains. Furthermore, the parallel bridge configuration proposed under Action Alternative A would reduce disruption during construction, which are essential to the mobility of Northern Virginia and the region.

The City of Alexandria strongly supports this project to expand mobility and reduce single occupancy vehicle traffic in the region and through Alexandria. VRE has demonstrated that its service takes a considerable number of cars off the road and will only have a greater impact with more frequent and reliable service made possible by the Long Bridge project. In addition to enabling improved commuter rail service, this project is essential for the increased rail service and improved connectivity between the Washington D.C. region and Richmond that is being advanced as part of the DC2RVA project.

Ms. Anna Chamberlin
October 28, 2019
Page 2

We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement and look forward to issuance of the Final Environmental Impact Statement and Record of Decision.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark B. Jinks', with a horizontal line extending to the right.

Mark B. Jinks
City Manager

cc: Yon Lambert, Director, Department of Transportation & Environmental Services



ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • Fax (703) 228-7430
E-MAIL: countyboard@arlingtonva.us



KENDRA JACOBS
CLERK TO THE
COUNTY BOARD

MEMBERS
CHRISTIAN DORSEY
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LIBBY GARVEY
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KATIE CRISTOL
ERIK GUTSHALL
MATT DE FERRANTI

October 23, 2019

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Re: Long Bridge Project

Dear Ms. Chamberlin,

I am writing to provide comments on behalf of the Arlington County Board regarding the Long Bridge Project Draft Environmental Impact Statement (DEIS).

As the continuation of Amtrak's Northeast Corridor southward from the District of Columbia (DC), and as the only intercity rail connection between DC and Virginia, Long Bridge is of regional and national significance. We thank you for your years of diligent work on behalf of this project, and we enthusiastically support the preferred alternative in the DEIS, Action Alternative A, including the proposed bicycle/pedestrian crossing as a Section 4(f) Mitigation.

Because the expansion of this crucial bridge is a once-per-century opportunity to improve cross-Potomac multimodal transportation, Arlington is vitally interested in planning and constructing the best possible project. Expanding cross-Potomac freight, intercity, and commuter rail capacity will benefit the entire eastern United States, including states well outside the study area, whose ability to expand Amtrak service connecting through Virginia to DC and New York is currently severely constrained.

Additionally, Arlington strongly supports including the parallel bicycle/pedestrian bridge as a required mitigating feature of the full project. Bicycle/pedestrian trips are growing in importance as part of our region's transportation network, and this connection will provide a critical link. We are pleased to see it included and expect it to be constructed as an integral component of the larger project—funded simultaneously and not as a separate project. Given the inherent challenges of implementing Potomac crossings, we would have significant concerns with any potential future proposal to separate the bicycle/pedestrian component as an independent project.

We are also pleased to see the bicycle/pedestrian bridge continue across the George Washington Memorial Parkway, to connect directly with the transportation network at Arlington's Long Bridge Park. As with all transportation modes, the network effect is vitally important to

bicycle/pedestrian travel. Connecting to the street/bike network at Long Bridge Park ensures that bridge users can continue on to sidewalks and bike lanes in Crystal City and throughout Arlington, thus providing the maximum travel benefit to Northern Virginia and throughout the region as part of the National Capital Trail Network.

We appreciate the District Department of Transportation's ongoing commitment to sustainable multimodal transportation. We thank you and your team for your excellent work on this project over many years, and greatly value the opportunity to participate in this important process.

We look forward to working with you and other partners to further refine and advance this crucial project. Please do not hesitate to let me know how Arlington can be most helpful going forward. If you have questions or need to coordinate this issue, please also feel free to contact Arlington Regional Transportation Planner Dan Malouff (703-228-7989 and dmalouff@arlingtonva.us), and/or Arlington Bicycle and Pedestrian Planner David Patton (703-228-3633 and dpatton@arlingtonva.us).

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Christian Dorsey". The signature is fluid and cursive, with a large, stylized "C" and "D".

Christian Dorsey, Chair
Arlington County Board

cc

Members, Arlington County Board
Dennis Leach, Arlington Director of Transportation



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

October 24, 2019

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Dear Ms. Chamberlain:

The North Carolina Department of Transportation (NCDOT) Rail Division appreciates the opportunity to review and provide comments on the Long Bridge Draft Environmental Statement (DEIS). The NCDOT Rail Division acknowledges that Long Bridge Corridor serves as a critical link in the national and regional railroad network. The Rail Division is in support of the timely completion of this project as it is critical to progressing the Southeast Rail Corridor Program in North Carolina. We look forward to continued stakeholder involvement as the project progresses.

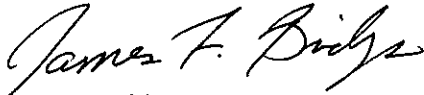
We have reviewed the DEIS, and offer the following comments:

1. We recommend the FEIS/ROD clearly state whether the proposed improvements will accommodate the future Southeast Corridor trains coming from North Carolina that were contemplated in NCDOT's Raleigh to Richmond High Speed Rail Corridor EIS. The Long Bridge DEIS mentions the Tier I EIS for the Southeast High-Speed Railroad Corridor from Washington D.C. to Charlotte, and it refers to the DC2RVA Tier II EIS, but it does not refer to the Raleigh to Richmond Tier II EIS. The Tier II FEIS for the Raleigh to Richmond corridor was approved in August 2015, and the ROD was issued in March 2017.
2. The Raleigh to Richmond Tier II EIS looked at developing high performance rail service from Charlotte-Raleigh to Richmond with continuing service to Washington, DC and the Northeast Corridor. Does the new bridge accommodate the existing Carolinian, existing long-distance trains (Palmetto, Silver Star, Silver Meteor, Crescent, Auto Train), and the four new Southeast Corridor trains in NC in addition to the Virginia trains?

3. The consequences of the no action alternative and the action alternative for the Virginia Railway Express (VRE) is well-documented as the VRE System Plan 2040 is referenced as a basis for 2040 VRE train volumes (Section 9.4.2.1). We recommend having a similar discussion in the FEIS/ROD for the benefits of the action alternative separately for CSXT, Amtrak and NS in section 9.4.1.1, where master plans, planning documents, etc. are cited, if applicable. We recommend referencing any documents in this section that can be cited as a basis for 2040 volumes. Currently table 9-4 says the action alternative 2040 volumes for Amtrak, CSXT, and NS are simply based on stakeholder input.
4. We recommend the FEIS/ROD include a broad, albeit brief, discussion regarding indirect impacts to the Southeast Corridor. In addition to this project increasing the train traffic capacity in the corridor, the implementation of this project is also anticipated to improve travel-time reliability for trains that utilize this corridor. These improvements may have the potential to have general indirect effects to the rail network south of the project area.

Thank you again for this opportunity to provide input. We look forward to providing any assistance in the future to help advance the implementation of this project.

Sincerely,

A handwritten signature in cursive script that reads "James F. Bridges, Jr.".

James F. Bridges, Jr, P.E.
Planning and Development Branch Manager
NCDOT Rail Division

Amtrak Comments on Long Bridge Project Draft Environmental Impact Statement (DEIS)

Amtrak appreciates the opportunity, as a consulted stakeholder, to comment on the Draft Environmental Impact Statement (DEIS) for the District DOT-sponsored project commonly known as the “Long Bridge Project,” which proposes to provide infrastructure for expanded rail capacity across the Potomac River at Washington, DC. Amtrak strongly supports this goal and appreciates the results of this effort to date. The project design team has adeptly engaged the stakeholders to create an optimal alignment through the very physically-constrained corridor between L’Enfant Plaza and the south side of the Potomac River. This DEIS, in concert with and supportive of related rail capacity enhancement initiatives sponsored by other stakeholder entities, is advancing planning for significant intercity and commuter passenger and freight rail capacity improvements between Washington, DC, Northern Virginia and Richmond.

These initiatives collectively address infrastructure requirements necessary to accommodate projected demand for increased rail passenger traffic in this corridor including significant commuter rail service increases by Virginia Railway Express (VRE), potential service extension by Maryland Rail Commuter (MARC) into Northern Virginia, and Amtrak intercity service expansion to Richmond and other Virginia, North Carolina and Southeast US markets. This forecasted increased service demand is fueled by the region’s demographic and economic growth and is in turn intensified by projected faster rail service run times, improved rail reliability, increased highway congestion, and societal desire for more mobility options. The recent decision by Amazon to locate a major east-coast operations center at Crystal City, VA, adjacent to the Long Bridge project area, is additive to this ambient demand. Freight rail traffic also shows potential for significant growth and thus rail corridor capacity improvements are needed to satisfactorily accommodate both passenger and freight rail requirements.

At this point in the Long Bridge Project EIS review process, several alternatives have been evaluated, with the resulting Preferred Alternative proposing the construction of a second two-track bridge parallel to and separated from the existing CSX Railroad-owned (and capacity constrained) two-track bridge that currently hosts all rail operations. In the Long Bridge Project area, which extends from south of L’Enfant Plaza Station in the District to the Virginia side of the Potomac River (at RO Interlocking), the build plan for the Preferred Alternative consists of four tracks throughout, interoperable by passenger and freight trains. This four-track solution is consistent with Amtrak’s preference for infrastructure and service plans providing adequate infrastructure that can reliably support each carrier’s projected service growth. Amtrak foresees a high likelihood that all rail stakeholders can agree to a full-build scenario, supported by the Preferred Alternative, that separates passenger and freight operations with reciprocal detouring capabilities.

Incremental commuter rail expansions between Washington Union Station and Alexandria previously provided for a single-track side platform at both of the two in-fill stations, L'Enfant Plaza and Crystal City, on the same side of the current three-track corridor, minimizing commuter rail passenger and freight operational conflicts in that section. Advancing design projects to reconfigure and expand L'Enfant Plaza and Crystal City stations for island platforms serving two of the planned four tracks in this section will reinforce the rail operators' common goal of conflict minimization and further reinforce the logic of passenger and freight rail operations into two parallel, two-track passenger and freight separated operations.

The proposed new Long Bridge facility in the Preferred Alternative is located on the overall corridor's (western) passenger operations side; thus, the engineered design of the Preferred Alternative should support optimal passenger train operations, while allowing for passenger/freight interoperability. Amtrak has ongoing service studies throughout its system, including increasing service in this corridor to provide more train frequencies both north and south of the Washington metro area. Within the network service studies, Amtrak is analyzing track configuration and alignment between Washington Union Station and Alexandria to reduce travel time between stations and expedite passenger boarding/alighting. Amtrak's network studies also incorporate long-range service plans of the commuter agencies like VRE's projected frequency increase and MARC's Northern Virginia service extension plans.

Throughout the Washington Union Station to Alexandria corridor which includes Long Bridge, several projects are progressing independently which Amtrak believes include design assumptions that may inhibit or limit passenger train performance. In most cases, Amtrak believes that such deficiencies can be remedied in final design. Several of these performance-optimization concepts include minor alignment and interlocking reconfigurations. These improvements can fit within the existing project envelopes, and, thus, re-design modifications are plausible without delaying schedules through Environmental Impact modifications. As several of these projects progress to final engineering design, coordination of the projects may lead to track reconfigurations not contemplated as each project design has advanced independently. The isolated design process typically defaults to replicating the existing track configuration while accommodating new tracks.

In the December 2018 Long Bridge conceptual engineering draft design, which underlies the Environmental Impact Statement, the Preferred Alternative included constraining track profiles at each end of the bridge with speed-limited 40-mph reverse "S" curves. Amtrak has simulated high-performing train operations with these speed limitations to assess running time impacts of the 40-mph curves versus unconstrained approach and bridge crossing speeds, recognizing there are speed-limiting curves at relatively short distances from the bridge approaches. As a result of these simulations, it was determined that high-performance trains can lose up to one and half minutes because of the constrained S curve design, causing a 58% in increase in travel time between L'Enfant Plaza and Crystal City.

Amtrak commented on these speed limitations; the project design team considered these comments and made plan revisions to increase the speeds to 50-mph through the reverse curves for inclusion in the DEIS plans. Amtrak appreciates these changes, as they significantly improve running time performance over the original draft. However, Amtrak would like to work with its partners and the project team to seek further refinements and operational improvements in the Final Draft plan.

Amtrak believes these sub-optimal passenger train speed restrictions can be eliminated with minor environmental impact through additional adjustments to the conceptual design. Eliminating these remaining design-imposed speed restrictions (up to a 70 mph design speed goal) will shorten travel times for all passengers using the new bridge and enhance the values of rail passenger services otherwise facilitated by the project. Eliminating unnecessary speed restrictions also lowers the long-term risk of functional obsolescence risk as rail passenger transport technology emerges with higher-performing equipment, an objective that Amtrak is currently pursuing.

Speed optimizations will require minor modifications to structural designs developed during conceptual engineering. From the drawings reviewed, it appears the S curve can be eliminated entirely on the District side of the new bridge by extending the tangent alignment off the bridge to the I-395 undergrade bridge area, then designing a curve with a much higher radius (lower angle degree) to transition into the alignment along 14th Street SW. This would change the location and alignment of proposed bridges over WMATA and I-395, while containing the revised alignment, with only minor adjustment, within the existing conceptual engineering footprint. In addition, dependent on the engineering confirmation, part of the optimized alignment might shift closer to 14th Street SW, resulting in the need to shift the proposed retaining wall, but not to the point of encroaching into 14th Street SW.

The Northern Virginia approach is more challenged in effectuating an increased design speed commensurate with optimized passenger train operations as an S curve configuration will still be required to join the future bridge alignment to the existing railroad right-of-way. Reducing this curvature may entail modifications to the preliminary bridge design over the river and George Washington Memorial Parkway (GWMP) as well as potentially additional right-of-way width in the extreme corner of the Long Bridge Park, (where the preliminary design right-of-way already encroaches into the park). Specifically, refinement of design to reduce the curve sharpness might include a slight curve over the water on the new bridge's southern approach spans. As with the bridge modifications on the District side, the bridge over the GWMP would shift in location and angle, but the new design would substantially be in a similar location to that propose in the preliminary engineering design. In preliminary design, a constraint on the latitude of the S curve design was imposed to accommodate the existing RO Interlocking configuration; however, modification of the RO design and required functionality could be resolved in final design phases with plausible solutions beyond the bridge project's limits.

Another advantage of large radius (low degree) curves is that the optimal required superelevation for passenger train operation can be lower, and closer to low-speed freight train superelevation. One objective of the Long Bridge Project is interoperability of freight and passenger trains. Target speed for freight train operations in the design is 40 mph, but in reality, operations can be much slower due to nearby curves, signals, and turnouts. For freight, particularly in congested areas subject to stopping and starting such as Long Bridge, curve superelevation values are often kept at low to moderate levels to improve train handling. On the other hand, passenger trains that can be running at much higher speeds will require higher superelevation if the curves are relatively sharp (low radius/high degree) for optimum passenger comfort. Curves designed with as large a radius (low degree) as practical minimize these potential design conflicts.

Amtrak's request is that the EIS and subsequent Record of Decision (ROD) accommodates the abovementioned changes to the current conceptual engineering plans in the final design of the Preferred Alternative. This can permit a transitional refinement from preliminary to final design to thoroughly evaluate these modification suggestions without impacting project construction timeline by reopening the ROD and subject the project to additional delay. These proposed modifications can be accomplished independent of final decisions regarding facility ownership, development of detailed operating plans, and other stakeholder requirements. Amtrak has been a consistent and valuable stakeholder from the start of this project and continues to have a strong and long-term interest in this project. We would like to continue our involvement as an important stakeholder moving into final design and construction for this project.



Randy J. Marcus
Resident Vice President - Virginia

4900 Old Osbourne Turnpike
Richmond, VA 23218
Tel. 804-226-7484

October 28, 2019

Anna Chamberlin, AICP
Neighborhood Planning Manager, Planning &
Sustainability Division
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
Anna.chamberlin@dc.gov

Re: Long Bridge Project Draft Environmental Impact Statement and
Draft Section 4(f) Evaluation

Dear Ms. Chamberlin,

Please find enclosed CSX Transportation's comments on the Long Bridge Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. We appreciate the opportunity to coordinate with you on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy J. Marcus", written over a printed name.

Randy J. Marcus

**LONG BRIDGE PROJECT DRAFT ENVIRONMENTAL IMPACT
STATEMENT AND DRAFT SECTION 4(F) EVALUATION**

COMMENTS OF CSX TRANSPORTATION, INC.

OCTOBER 28, 2019

INTRODUCTION

CSX Transportation, Inc. (“CSXT”) is pleased to comment on the Long Bridge Project (the “Project”) Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (the “DEIS”) submitted by the United States Department of Transportation - Federal Railroad Administration (“FRA”) and the District Department of Transportation (“DDOT”).

CSXT, the owner of the existing Long Bridge corridor, is supportive of increasing passenger rail capacity across the Potomac River. Indeed, CSXT has long hosted passenger rail on the corridor and endorses the goal of DDOT, FRA, Amtrak, the Virginia Railway Express (“VRE”), and the Virginia Department of Rail and Public Transportation (“VDRPT”) to provide additional capacity to accommodate anticipated increased passenger rail service demand in the Washington, D.C. area.

CSXT endorses FRA and DDOT’s selection of Alternative A as the preferred alternative for this project and Option 2 for the possible Bike-Pedestrian Crossing. These options provide future operational flexibility, are protective of safety, and will limit many of the short-term Project impacts. Notwithstanding that CSXT agrees with the DEIS’ ultimate selection of alternatives, there are several important comments it has with regard to the analysis.

First, the DEIS should further clarify its scope. Issuance of the DEIS is a major achievement in the Long Bridge Project. However, there are many additional hurdles before construction can begin. These include matters such as securing agreement regarding operation and maintenance of the new tracks, payment to impacted property owners, and other difficult tasks that could materially impact the Project. These requisite actions, and unknown potential costs, should be further acknowledged in the DEIS.

Second, the DEIS fails to appropriately acknowledge the extent of impacts to CSXT’s property rights associated with the Project. Construction of the Project requires CSXT to commit a substantial portion of its existing corridor to passenger rail use. While portions of the corridor are not currently in use by CSXT’s freight operations, others are and, moreover, the corridor incorporates valuable CSXT property rights and its commitment to the Project would represent the conveyance of a significant property interest. Mitigation of this impact to CSXT should be recognized in the analysis.

Third, the DEIS states that there will be certain short term outages on the entire corridor during Project construction. CSXT’s position throughout the DEIS process has been, and continues to be, that two tracks must remain in operation throughout the entire construction of the Project. If FRA and DDOT persist in the view that short term outages are truly unavoidable, further discussions are necessary to determine how to mitigate the associated impacts to CSXT’s freight rail operations. CSXT would be pleased to make engineering and operating resources available for purposes of those discussions.

Fourth, there are a number of issues that should be corrected with regard to the DEIS evaluation of noise impacts associated with the selected alternative.

Fifth, there is a discrepancy between the clearances proposed for the Maryland Avenue to L'Enfant interlocking in the body of the DEIS and the plans described in Appendix B5. Appendix B5 appears to be a prior version of the Report in which Option 2, the selected Option, includes 13-foot track centers with 8.5 foot lateral clearances. As described in Chapter 3 of the DEIS, "Amtrak, VRE, and DRPT have agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance" in this area. DEIS at 3-28. Appendix B5 should be replaced with a version that reflects the current approach.

CSXT is hopeful that addressing these concerns will materially improve the impact analysis and result in a well-reasoned Final Environmental Impact Statement ("FEIS").

BACKGROUND

I. The Long Bridge is a Critical Component of CSXT's and the Nation's Freight Network

The Long Bridge is an essential part of CSXT's I-95 Corridor and National Gateway and is a "critical" part of the broader CSXT network, which encompasses 21,000 miles of track across 23 states and the District of Columbia. As the DEIS acknowledges, the Long Bridge is a "critical link in the national freight railroad network between the Northeast megaregion (which includes the District) and the Piedmont Atlantic megaregion to the south." DEIS at 2-6.

CSXT's I-95 Corridor linking New York and Jacksonville, Florida plays a vital role in moving freight along the Eastern Seaboard. To the south, the network serves local industry as well as major ports in, among other cities, Hampton Roads, Virginia; Wilmington, North Carolina; Charleston, South Carolina; Savannah, Georgia; Jacksonville, Florida; and Miami, Florida. To the north, the I-95 Corridor continues through Pennsylvania, New Jersey, New York and New England.

The north-south lines also feed the east-west routes of the National Gateway, which provides connection between the mid-Atlantic ports and Midwest consumption markets, serving customers throughout Ohio, Indiana, West Virginia, Kentucky and Tennessee. And with connections to other carriers in Chicago and other rail destinations, the network provides service to the west coast ports. The result is the primary intermodal train corridor for CSXT connecting mid-Atlantic ports to national markets.

II. CSXT's Network Drives Economic Activity and Provides Environmental Benefits in the Region

There are many benefits to a robust freight rail system, of which CSXT's network is a critical component. As described in the DEIS, "Demand for freight movement through and within the Long Bridge Corridor is growing as economic activity and population increase." DEIS at 2-4. For example, freight rail is a significant driver of economic growth in Virginia, particularly due to its integral role at the Port of Virginia.

The Port is ranked second on the east coast and fifth nationwide in infrastructure. *See* Robert McCabe, Port of Virginia Now Ranks Among Top 5 Biggest Ports in North America, *Virginian-Pilot* (Sept. 30, 2017), https://pilotonline.com/business/ports-rail/port-of-virginia-now-ranks-among-top-biggest-ports-in/article_03bcd78a-f714-5249-867d-4e5c226ba93d.html. According to the Virginia Rail Plan, the freight rail network has a unique role in supporting the Port of Virginia's target markets in the Midwest. *Virginia Statewide Rail Plan* 5-10 (2017). In fact, the "port has the strongest rail integration in North America," with 38% of its cargo handled by rail. CBRE, *2017 North America Seaports & Logistics Annual Report* 17 (Sept. 2017), <http://bit.ly/2kOw9OL>.

These Virginia statistics are reflective of the railroad industry's broader economic impact: Nationally, CSXT and the other Class I railroads support approximately 1.5 million jobs, \$273.6 billion in economic output, \$88.4 billion in wages, and \$32.8 billion in tax revenue annually. *See* Towson University, Regional Economic Studies Institute, *Economic and Fiscal Impact Analysis of Class I Railroads* 13 (2016).

A typical CSXT freight train is four times more fuel efficient than highway freight transportation and an intermodal train can carry an average cargo load of 280 trucks. Since 2013, CSXT has enabled the conversion of 198,000 loads equivalent to containerized freight from truck traffic to trains through its Highway to Rail (H2R) initiative, reducing greenhouse gas emissions for those shipments by 78%. CSX Corporate Social Responsibility Report (2016), available at https://www.csx.com/share/wwwcsx15/assets/File/About_Us/Responsibility/CSXCSR2016.pdf. On average, the company can currently move a ton of freight 474 miles on a single gallon of fuel. *Id.*

In Virginia alone, freight rail annually carries over 800,000 carloads of coal, 534,000 carloads of mixed goods, 120,000 carloads of chemical products, 103,000 carloads of food products, and 85,000 carloads of pulp and paper products. *Virginia Statewide Rail Plan* 5-10 (2017). This keeps over 5.5 million trucks off the highways. *Id.* Savings to the State in pavement maintenance costs alone are over \$123 million (2016 dollars), almost 6% of the Virginia Department of Transportation's annual maintenance budget. *Id.*

In light of the many economic and environmental benefits of freight rail, it is important that the expansion of capacity in the Long Bridge corridor ensure that CSXT's current and future freight rail operations remain a focus, even in the face of increased demand for passenger rail access.

DISCUSSION

I. The DEIS Should Clarify its Scope

The DEIS accurately states, consistent with NEPA, that it "identifies the potential effects of the Long Bridge Project on the human and natural environment. The DEIS also identifies measures to avoid, minimize, or mitigate potential adverse impacts." DEIS at 1-1. While this scope is appropriate, CSXT believes the FEIS should identify aspects of

the Project that *are not resolved* by the analysis. The DEIS does not define or resolve any of the following, and should explicitly state that it is not to be interpreted as bearing on the resolution of any of the following:

- a) ownership, maintenance and governance of the newly constructed tracks;
- b) the amount of compensation owed to property owners whose rights will be impacted by the Project;
- c) permission to construct the Project, which must be granted by CSXT, the owner of the existing Long Bridge Corridor;
- d) other permits and permissions necessary to lawfully construct the Project; or
- e) operating rights of the various carriers to use the newly constructed tracks.

These factors, along with the remaining uncertainties inherent in an engineering Project of this scale, could materially increase the costs and impacts associated with the various alternatives discussed. For example, the entity that is selected to oversee and perform maintenance on the new tracks will incur significant costs associated with these tasks, which costs should be borne by the entities for which the increased capacity is intended to serve (*i.e.*, the passenger rail entities). The FEIS would ideally perform reasonable estimation of these costs and incorporate them into the analysis and, at a minimum, should identify them as significant and unresolved.

While there are many factors that will likely increase complexity of the Project beyond what is discussed in the DEIS, one of the most complex areas of the Project is the Maryland Ave to L'Enfant Interlocking area. DDOT and FRA's selected proposed track configuration in this area does not meet CSXT's company-wide safety-based clearance requirement that newly constructed track include 15 foot track spacing. DEIS at 3-28. CSXT proposed various changes to DDOT and FRA's original proposal for this area, aimed at maintaining safety and a reasonable allocation of risk. The CSXT proposal included, among other things, adjusted clearances and added safety features to help mitigate the risks associated with building this area of track with sub-optimal clearances. Many of these proposed features have been incorporated into DDOT and FRA's design.¹ There are, however, several outstanding requirements CSXT set forth in its letter of September 18, 2018. Satisfaction of the remaining requested items is important to CSXT's ability to safely and cost-effectively operate in the as-proposed track configuration for this area.

CSXT understands that not all details of the Project legally need be, nor practically can be, resolved prior to the issuance of a FEIS. And, even in light of the uncertainties discussed in this section, CSXT believes DDOT and FRA have selected well from the action alternatives available. Therefore, CSXT proposes that the FEIS

¹ Note, however, that Appendix B5 needs significant updating to reflect the elements and configuration CSXT proposed. This is further discussed in Section VIII below.

address these unknown factors by acknowledging that they have yet to be resolved and further discuss the potential uncertainty they create.

II. The DEIS Fails to Appropriately Acknowledge Impacts to CSXT's Property Rights

The DEIS acknowledges that CSXT owns the current Long Bridge. It should further acknowledge that CSXT is also the property owner in the Long Bridge corridor where many of the new proposed interlockings will be built. Chapter 12 of the DEIS discusses impacts to property owners including, for example, loss of parking spaces at the Washington Marina and "small impacts to the properties along the right-of-way." DEIS at 12-13. But it entirely ignores the very substantial impacts of the Project to CSXT's property rights within the right-of-way.

In order for the Project to be constructed, CSXT will be required to commit a significant portion of its right of way to the new tracks and ancillary structures, need for which is driven by passenger rail demands, not CSXT's own freight rail demands. Commitment of CSXT's property to this non-business-driven use will significantly diminish the value of the property to CSXT. Just as the DEIS discusses less substantial impacts to other private property interests and mitigation for these impacts, so too must it discuss the impacts to CSXT and appropriate mitigation. For example, the DEIS acknowledges that in order to mitigate private property loss the Project must "appropriately compensate property owners for loss of parking spaces and revenue." DEIS at 12-31. CSXT's loss of property and potential revenues associated with the loss of use of a portion of its right of way must also be incorporated into the analysis.

III. The DEIS Does Not Meet CSXT's Requirements With Regard to Track Outages

CSXT has previously explained to DDOT and FRA that in order to avoid impacts to its operations, it needs two tracks available for use throughout the entirety of construction with no outages. The DEIS nonetheless states that "it is anticipated that over the duration of the Project, there would be seven night outages, one day outage, and three 55-hour weekend outages that would affect maintaining two-track operations." DEIS at 9-23. While these impacts may seem minor in comparison to the duration of the Project, they nonetheless will impact CSXT's operations to an extent not previously anticipated. Mitigation of these impacts should be considered in the FEIS and must be discussed among the stakeholders.

In addition, CSXT questions whether it is appropriate to identify potential outages to two-track operations with this level of detail at this stage in the project. The need for outages will no doubt evolve over the course of the more detailed design. CSXT would be pleased to make engineering and operating resources available to help minimize the extent of outages required in the final design.

Finally, the DEIS should acknowledge that the anticipated night and weekend closures will disproportionately impact CSXT's freight operations, which predominantly

occur on nights and weekends to allow passenger train traffic to predominate during prime commuting hours.

IV. The DEIS Fails to Accurately Assess Noise Impacts of the Project

There are several issues with the noise impact analysis that should be corrected in the FEIS, including that:

1. The DEIS concludes that the relatively high existing noise conditions at the Mandarin Oriental Hotel are “due to the presence of wheel squeal generated by trains on the curved track.” DEIS at 13-6. This conclusion is uncited and CSXT is unaware of support for it. It should be supported in the FEIS by detailed data. In addition, the FEIS should acknowledge that wheel squeal is not the only source of noise impacts. This will increase flexibility in considering potential mitigation measures.
2. In light of the importance accorded wheel squeal to the analysis, the FEIS should acknowledge that the selected action alternative may result in an increase in curvature of the track adjacent to the Mandarin Oriental Hotel. The proposed track configuration near the Mandarin Oriental Hotel increases the degree of curvature from 5.45 degrees to approximately 8.15 degrees. DEIS Appendix B5 at Option 2 Plan Figure. The steeper proposed curve will undoubtedly increase the likelihood of wheel squeal, a fact that must be acknowledged, quantified, and mitigated in the analysis. CSXT has previously encouraged DDOT and FRA to reduce the curvature in this area. While the 8.15 degree curve is slightly less steep than prior proposals considered, CSXT nonetheless believes efforts should be made toward further reduction.
3. The DEIS discusses that construction noise limits are more restrictive at night, but fails to adequately acknowledge that most construction will be required to occur at night during these more restrictive periods. The analysis states that “***If construction occurred at night***, noise levels would exceed the District nighttime limit (65 dBA [Lmax]) at all locations within approximately 500 feet from construction activities.” DEIS at 13-13 (emphasis added). Elsewhere in this Chapter, the DEIS acknowledges that there are important receptors within 500 feet of the rights of way where construction will occur, including the Mandarin Oriental Hotel and the Portals V Residences. In order to ensure minimal interruptions to track operations, much of the construction will need to occur at night. The FEIS should, therefore, acknowledge the potential for more temporary night noise impacts than are currently discussed.
4. The DEIS concludes that use of a wayside top-of-rail friction modifier system and gauge-face lubrication will “eliminat[e] the presence of wheel squeal.” DEIS at 13-15. The use of the word “eliminating” in this discussion is inappropriate as these systems have been shown only to reduce the impacts of wheel squeal.
5. The DEIS concludes that the wheel squeal mitigation measures will result in a 12 dBA reduction at the Mandarin Oriental Hotel and a 10 dBA reduction at the Portals V Residences. These conclusions are uncited and CSXT is unaware of support for

them. The FEIS should provide citations and data to support these conclusions. It is likely also appropriate to provide approximate ranges of anticipated reductions, rather than definitive amounts of dBA reduction.

6. The FEIS should clarify that under the no action alternative, noise related to individual freight trains will not change and that any increased noise resulting from freight trains is a result of increased market demand for freight services. The DEIS concludes that under the No Action Alternative, noise at the Mandarin Oriental Hotel and Portals V Residences will increase by 3.9 dBA by 2040. DEIS at 13-7. This conclusion is driven, in large part, by the fact that the DEIS projects an increase in the number of CSXT trains travelling through the corridor per day from 18 to 42 by 2040. DEIS at 3-29. The conclusion that CSXT will increase its daily traffic by 24 trains, or 130% over existing levels, was drawn from the Environmental Impact Statement for the DC2RVA project. However, as noted in the DC2RVA FEIS, “CSXT actual freight growth may be greater or less than the projected growth rates based on market demands.” DC2RVA FEIS at 2-49. There is significant uncertainty in projecting the actual volume of freight train traffic in the No Action Alternative because it is driven by unknowable future market conditions. Whether or not the associated noise impacts will occur is similarly uncertain. The FEIS should acknowledge this uncertainty.
7. The DEIS should clarify that an increase in number of trains, resulting in an increase in noise impacts, is far more certain under the selected action alternative than under the no action alternative. As discussed above, the predicted increase in freight traffic is subject to significant uncertainty. On the other hand, that the number of passenger rail trains will increase under the selected action alternative is a certainty and the primary goal of the Project. That noise impacts will increase under the selected action alternative is far more likely than that noise impacts will increase under the no action alternative. As such, the conclusion that the selected action alternative results in lesser noise impacts than the no action alternative should be reevaluated to take into account the relative likelihood of increased impacts in each scenario. This in no way alters CSXT’s support for the selected alternative. Rather, we raise this simply to inform the discussion regarding appropriate mitigation.

V. Appendix B5 Must be Updated

As noted in the DEIS, “Amtrak, VRE, and DRPT have agreed to 14-foot track centers with 7.5 feet of minimum lateral clearance” for the challenging tunnel area below Maryland Avenue in the District. DEIS at 3-28. DDOT and FRA have also endorsed this approach, including in the Appendix B6 Conceptual Engineering Plans. Appendix B5, however, reflects an old DDOT and FRA proposal for Option 2, the selected Option, that relies on 13-foot track centers and 8.5 foot minimum lateral clearances. DEIS Appendix B5 at p. 5. The Appendix should be corrected to reflect DDOT and FRA’s current proposal for the area, a proposal that has garnered more stakeholder report than that set forth in the current version of Appendix B5.

CONCLUSION

CSXT supports DDOT and FRA's selection of alternatives in the DEIS and is providing these comments with a view to addressing important gaps and deficiencies in the analysis. We look forward to further discussion with DDOT and FRA regarding these issues and to further progress toward realizing the proposal set forth in the DEIS.

Farmer, Lee

From: Judd Isbell <lumberjackcycles@gmail.com>
Sent: Monday, October 28, 2019 10:44 PM
To: info@longbridgeproject.com
Subject: [External] Alexandria BPAC Comments on Draft EIS

The Alexandria Bicycle and Pedestrian Advisory Committee is writing to express support for the proposed pedestrian and bicycle bridge that is described in the Long Bridge Project's Draft Environmental Impact Statement. The Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) is a 501(c)3 nonprofit that promotes walking, biking, and other active transportation, and advocates for infrastructure, policy, and cultural changes that create a safe, accessible, and livable city for all.

The Long Bridge Project will provide significant benefit to residents of Alexandria by providing additional rail travel options to Alexandria residents who use VRE, Amtrak and MARC trains. The proposed pedestrian and bicycle bridge will provide significant benefit to the large number of Alexandria residents who use the Mount Vernon Trail for fitness, recreation and transportation. Many of the existing pedestrian and bicycle bridges across the Potomac River are either dangerously narrow, difficult to get to, or already near capacity during peak travel hours. A new pedestrian and bicycle bridge will give trail users another option to reach DC and likely increase the number of Alexandria residents who walk and bike instead of drive, consistent with Alexandria's Environmental policies and plans.

We hope that the final Environmental Impact Statement will consider suggestions for improving the proposed pedestrian and bicycle bridge such as increasing platform size to accommodate a wider variety of bikes. The platforms on the ramp between the Mount Vernon Trail and the bridge are not wide enough to adequately accommodate all trail users such as those riding cargo bikes or tandem bikes, or pulling bike trailers or trail-a-bikes. The pedestrian and bicycle bridge should be built at the same time as the rail bridge to reduce the amount of time that the Mount Vernon Trail will be impacted. The project should include construction of the Gravelly Point bypass which is currently in the National Park Service's Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic. The bridge should incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.

Thank you for your consideration of our comments. We look forward to the positive impacts that the new Long Bridge rail, pedestrian and bicycle bridges will bring to our region's transportation network.

Judd Isbell
Member
On Behalf of the Alexandria Bicycle and Pedestrian Advisory Committee

Long Bridge Project
Comments regarding
Draft Environmental Impact Statement (DEIS)

Audubon Naturalist Society
Comments Emailed by Renee Grebe
Monday, October 28, 2019

The Audubon Naturalist Society (ANS) is the Washington, D.C. region's oldest independent environmental organization, with a long history in Northern Virginia and Fairfax County. As ANS's Northern Virginia Conservation Advocate, and on behalf of our over 10,000 members and supporters in the greater Washington, D.C. region, I hereby submit comments in regards to the Long Bridge Project's Draft Environmental Impact Statement (DEIS).

Support for a new two-track bridge with a separate bike-pedestrian bridge crossing

We strongly support the Preferred Alternative for a new two-track bridge and a separate bike-pedestrian bridge. As our region deals with the challenges of reducing both traffic congestion and greenhouse gas emissions, having alternative means of transportation is key to ensuring we can reach these goals.

A new two-track rail bridge will better connect the communities across the Potomac River by significantly increasing VRE capacity (from 34 to 92 trains per day). This increased capacity means a more highly functioning regional transit network, allowing more flexibility and reliability of transit options for commuters. The increased rail capacity will allow significantly more freight, from 18 to 48 trains per day.

A separate bike-pedestrian bridge crossing will allow more mobility options for crossing the Potomac and contribute to a rich network of walking and biking trails in the DC area. This connection can serve as yet another safe alternative to driving, not only for commuters in the region, but also for recreational activities as well.

Restore impacted areas to a higher ecological function than were previously, when possible

ANS understands that projects like this will come with environmental impacts. However, this project also has the opportunity to plan for restoration of impacted areas with an eye towards enhancing the impacted property over what currently exists today. For example, the staging areas in the clover

leaves¹ should be restored with native trees, with a plan to sustain them for up to a year following the replanting, with regular watering and invasive plant controls. A restoration approach should be considered for all environmentally impacted areas.

We appreciate your consideration of our comments. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Renee Grebe". The script is cursive and fluid.

Renee Grebe
Northern Virginia Conservation Advocate
Audubon Naturalist Society

¹ Figure 5-4 http://longbridgeproject.com/wp-content/uploads/2019/09/Chapter05_NaturalEcologicalSystemsEndangeredSpecies_LongBridgeDEIS.pdf



**Comments Concerning the
Long Bridge Project
Draft Environmental Impact Statement**

October 28, 2019

The Committee of 100 on the Federal City (Committee) is pleased to submit these comments regarding the Long Bridge Draft Environmental Impact Study. We hope that the new two-track bridge being proposed to link the District with Virginia will eliminate the current bottleneck and provide for separating passenger and freight traffic as the Committee has requested before. However, we are surprised and disappointed by the significant errors that confuse the track spacing in the Maryland Avenue SW Corridor by showing it at 13 feet in some tables and diagrams, and 14 feet in the text and other diagrams. Detailed examples are presented below.

The potential solution as described for the design restrictions of the Maryland Avenue SW Corridor will enable four tracks to be installed. Their construction, along with improvements proposed for the L'Enfant Plaza VRE Commuter Rail Station (under a separate project), offers the opportunity to significantly improve commuter rail service through the corridor. But the confusion in the document, 13-foot track centers or 14-foot, raises other questions about what else may be wrong.

Maryland Avenue SW Corridor

The Committee appreciates the efforts to examine the feasibility of widening the Maryland Avenue SW Corridor to allow for 15-foot track centers to meet CSX specifications. It is unfortunate that such an effort would cost \$250 million and add five years to the project, not to mention the disruptions to the local businesses and roadway users.

However, there are errors in the presentation. Initially, CSXT requested their minimum 15-foot track spacing design standard be maintained for freight tracks. However, CSXT, Amtrak, VRE, and DRPT all requested the analysis to evaluate 13-foot spacing for passenger trains. As stated on page 3-28 and later on page 18-9, CSXT and operators Amtrak, VRE, and DRPT have agreed to accept 14-foot track centers. But examining the plans and tables of Appendix B5 (Clearance Assessment), track centers of 13 feet with a minimum of 8.5 feet lateral clearance are given as the preferred design. This will fit four tracks underneath Maryland Avenue, between the existing buildings and retaining walls with minimal or no significant obstacles. These dimensions have been identified as the minimum acceptable geometry by current operators. Support letters have been received from Amtrak, VRE, and DRPT, which are included in the appendix, but only one, VRE, specifically supports the 8.5-foot lateral clearance. Additional inconsistencies are found in other chapters, such

as page 9-31 that states 14-foot track centers. Then Appendix B6 shows 14-foot centers as well on the conceptual engineering plans. There are no letters of support from MARC and NS. Although not listed, the Committee assumes that MARC and NS have been involved in these discussions. They should be added to the list of stakeholders involved.

The track spacing in the Maryland Avenue SW Corridor needs to be clarified – will it be 14-foot track centers or 13-foot track centers? What will be the lateral clearances? How will the 14-foot track centers impact the estimated costs for structural improvements in the Maryland Avenue Corridor as shown in Table 1-1 for Option 2, with 13-foot track centers? Option 2 is the preferred option to minimize structural improvement costs. As the DEIS states, proceeding with any option other than Option 2 presents a significant risk to public financing for the project. How will 14-foot track centers impact this financing?

Cross Section of Maryland Avenue SW

Cross Section A-A of Figure 3-12, page 3-24, illustrates the required lowering of the tracks through the Maryland Avenue SW Corridor to provide the increased overhead clearances needed for freight and passenger service. Later, on page 3-27 (line 450) it states that the preliminary design should not preclude future electrification along passenger tracks. So, will the tracks in the Maryland Avenue SW Corridor be lowered to the depth needed so that future electrification can be installed? Or will that additional excavation wait until there is a funded plan for electrifying the passenger route to Richmond? Future electrification is discussed in Appendix B2, Structures Study Report, Section 7.2 Future Electrification, but no details regarding Maryland Avenue SW are given.

Also, Appendix B2, Sections 7.1 Bike-Pedestrian Crossing and 7.2 are discussed on page 27, not page 28 as shown in the Table of Contents.

L’Enfant Plaza VRE Station

Although not a part of the Long Bridge Project, the importance of coordinating the adjacent L’Enfant Plaza VRE Station improvements with the construction of the four tracks and establishing a direct connection to the L’Enfant Plaza Metro station below (with its five routes – Orange, Blue, Silver, Green and Yellow) cannot be stressed enough. This will make a joint L’Enfant Plaza VRE/Metro station a major transportation hub in SW DC.

DC Department of Energy and Environment

At the Public Meeting on October 22, Committee members discussed with DDOT staff details about the safety of the Maryland Avenue SW Corridor. One question concerned the DC Department of Energy and the Environment (DOEE) and whether they had been involved since that office is responsible for investigative and surveillance activities related to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District.

DC Law 21-254. *Rail Safety and Security Amendment Act of 2016*, Section 108c (c) states:

"The Director may engage in investigative and surveillance activities related to the safety of facilities, equipment, rolling stock, and operations of railroads and railroad carriers operating in the District and may take enforcement actions, to the extent permissible under 49 U.S.C. § 20101 *et seq.*), or any regulation issued thereunder,"

The Virginia DRDT is an active participant, but there is no description of DOEE's participation in evaluating the safety of what is being proposed. We were assured that DOEE staff had attended several meetings, and DOEE is listed as a Participating Agency in Table 25-2. What comments or input did they have when reviewing the safety of what is being proposed?

Train Volume Estimates for 2040 and Bridge Capacity

The Committee has raised questions in the past as to the accuracy of the 2040 train volume estimates. It appears that the latest projections reflect the most up to date data available from all railroads involved. As passenger demand and freight traffic grow, the train volumes for all rail users will eventually reach the projected 2040 volumes as presented in various tables. Have any estimates been made as to what the actual capacity of the 4-track Long Bridge will be?

Bicycle-Pedestrian Crossing

Although not required for the Long Bridge Project, the pedestrian and bicycle bridge examined as mitigation for loss of parkland presents an opportunity to provide an important connection within the regional trail system, linking Crystal City and the District. As explained in the Executive Summary, the bridge would connect Long Bridge Park with NPS Parking Lot C in East Potomac Park. Ramps would connect the crossing with a path just north of the new Long Bridge Park Aquatic Center, the Mount Vernon Trail, and East Potomac Park. The Committee hopes that the design effort will examine additional connections to bicycle paths in the District and Virginia, such as to Washington Marina or the Mandarin Oriental Hotel pedestrian bridge to improve capacity and safety for bicyclists and pedestrians alike.

Noise and Vibration Studies

The Executive Summary, on page 26, states that noise and vibration levels will increase under the preferred alternative as more trains begin operations. For example, increased noise levels are expected to exceed FRA severe noise criteria at the Portals V Residences, the Mandarin Oriental Hotel and parts of Long Bridge Park. Noise would also exceed FRA moderate noise criteria in other parts of Long Bridge Park.

The only reference to vibration impacts occurs when construction activities are discussed, but no mention of increased vibrations due to the increase in train traffic is mentioned for any location. However, Appendix D1: Methodology Report, Section 11, Noise and Vibration, explains the need for noise and vibration studies for both construction monitoring and train vibrations. These details should be added to the Executive Summary. Before construction begins, vibration data from train operations should be recorded to enable appropriate before/after studies to be conducted.



October 28, 2019

Long Bridge Project
Att: Anna Chamberlain

Re: Draft EIS for Long Bridge Project

The Crystal City Civic Association has long been supportive of the plans to enlarge the Long Bridge to accommodate four train tracks and a pedestrian/bike bridge, in particular Alternative A. To this end, we have participated in the working group meetings to the extent possible. At the most recent meeting, we were represented by Eric Cassel, also President of the Friends of Long Bridge Park, who commented on the recent EIS draft. We are only now becoming aware of potential problems of impact on Crystal City residents.

We agree in general with the concerns about potential impact of the work proposed in the draft EIS on Long Bridge Park, as expressed by Mr. Cassel and the Friends of Long Bridge Park, who have submitted their concerns in writing. We are interested in all of the assessment areas dealt with in the draft EIS, and impressed with the thought and effort reflected in the document. However, because of time limitations, we are focusing our comments here primarily on issues that directly affect human beings in Crystal City.

As we understand the draft EIS, the baseline for determining the impacts of the LBP and other projects is the No Action Alternative – a projection of the existing situation to 2040. The impact that is measured for each project is an increment to or from the baseline. The majority of the EIS deals with assessments of the impacts of the projects per se, with one chapter dealing with cumulative effects.

We understand that the 1.8 mile Long Bridge Project is a project in itself, but it also is a piece of a multi-project initiative called DC2RVA. It is not clear to us whether and/or how the increments of all of the various projects are added together. For example, the draft EIS states that Long Bridge Project assessments are made for trains going 90 MPH or less. However, DC2RVA is designed to be for trains traveling at higher MPHs. **If speed of trains has any influence on the assessment subjects, it would be useful to indicate what they might be.**

We are particularly interested in the assessments being made on increments because residents live not far from the south end of the LBP and also are directly affected by the VRE Crystal City Station project. The VRE project begins where the LBP project ends. Taken together, the two projects have impacts extending the length of Crystal City, and include, for example, the curve on Crystal Drive where wheel screech and other noise is a problem. **We would like to understand the impact of the two projects taken together and how mitigation during construction and subsequent operations applies to the two.**

We would also like to express our concerns about the proposed “Temporary Land Use and Impact” on Crystal City at the southern end of Long Bridge Park. The EIS states in chapter 12, line 98, that “The southernmost part of the Local Study Area includes private commercial, residential, and mixed uses in the Crystal City area.” It further states in lines 355-356 that “Open space at the south end of Long Bridge Park (negligible adverse direct impact, as park uses would remain undisturbed).” However, Figure 12-12 “Temporary Land Use and Property Impacts – Crystal City” clearly shows that the area of temporary impact would include the entrance to Long

Bridge Park at 12th Street and Crystal Drive that belongs to Arlington County, as well as the small park belonging to JBG Smith that borders several residential buildings. This is a lovely, calm area used extensively by local residents as well as by visitors to Long Bridge Park.

It is unclear from the EIS what this “temporary impact” might be. However, if it becomes an active staging area for construction, it would greatly impact residents and visitors to the Park and quickly become a negative issue for all concerned. We agree with the Friends of Long Bridge Park that this would not be an acceptable use of this space. **We hope that you will identify and utilize an alternative staging location that does not affect public space in Crystal City.**

We are concerned about noise impacts and some of the data provided about them. For the Long Bridge Project, there is a cumulative assessment for noise that is important on two counts. In the EIS, a distinction is made between direct and indirect impacts. Direct effects occur at the same time and place as the project action; indirect, later in time and farther removed in distance. The cumulative assessment, reflecting indirect impacts, states, “The permanent impacts of Alternative A when combined with the permanent impacts of other past, present and reasonably foreseeable future projects would result in an overall moderate to major adverse cumulative impact on noise. This is because of the cumulative increase in noise from Action Alternative A and the DC OAPM project....” (Section 21.3.2.1.) For many, the direct impacts may seem quite limited, especially the size of the area studied. This **information is useful and lends credence to the analysis.**

However, the areas considered for assessments of “noise” and “public health” are different. No residential buildings are included in the noise assessment. In the public health section, the study area includes 4 residential buildings that are close to the southern end of the project site. The EIS describes noise in terms of degrees of “annoyance.” However, science increasingly indicates that noise pollution can create both physical and mental health problems. Given the proximity of the noise study area to the public health area, it appears likely that more-than-minor adverse effects could affect residents, not just potential visitors to Long Bridge Park.

The EIS inclusion of possible noise mitigations, including but not limited to, at least two available rail systems that dampen noise is encouraging and useful. **Especially because a large increase of the number of residents in Crystal City is expected from recently completed and planned residential units, we hope these and other possible mitigations will be put in place.**

We recognize that resources and time are limited. But we hope that we can work with you to mitigate impact on Crystal City residents in the productive way we have done with CSX in the past, with developers, and in welcoming of Amazon to our area.

Regards,



Carol Fuller
President, CCCA

Cc: Arlington County Board
Arlington County Board Manager
JBG Smith – Andrew Van Horn



To: The Long Bridge Project
From: The Friends of Long Bridge Park
Date: October 28, 2019
Subject: Draft EIS for the Long Bridge

Overall the Friends of Long Bridge Park support Alternative A for the Long Bridge Project. At the Project Hearing, the President, Eric Cassel, did present comments to the hearing. At that time, we were unaware of three elements of the EIS that present problems.

First, we do not support a particular part of the EIS proposal. In Chapter 12, lines 355-356 propose using the south part of Long Bridge Park for construction activities. This is NOT an acceptable use of the space. This part of Crystal City is in the CIP for Arlington County for park development and this would prevent any development of the park. In addition, it would prevent usage of elements of the park, hinder entrance to the park and be an eyesore.

Second, in lines 359-360 there is also usage of the park for construction. It is not clear if this is for the actual railroad bridge or the Pedestrian Bridge. Clearly to connect Long Bridge Park to the Pedestrian Bridge requires work in Long Bridge Park and we approve of such actions. If the plan is to use part of the park for other purposes, then we would want additional information.

Third, Taking of land at the North End of the park (285-289 Chapter 12) is also not recommended. We understand the amount of land is small, but still there may be legal problems and we dislike any parkland permanently changed to Railroad right of way. This decreases the amount of parkland in the area and is not recommended.

While the overall project is acceptable, these small parts of the EIS are not acceptable.

Farmer, Lee

From: Mount Vernon Trail <mtvernontrail@gmail.com>
Sent: Monday, October 28, 2019 6:46 PM
To: info@longbridgeproject.com
Subject: [External] Draft EIS Comments From the Friends of the Mount Vernon Trail

The Friends of the Mount Vernon Trail support the pedestrian and bicycle bridge included in the Long Bridge project, which is proposed as a mitigation for the impacts that the rail bridge will have on the George Washington Memorial Parkway and users of the Mount Vernon Trail. As the Draft Environmental Impact Statement noted, construction of the bridge will have multiple impacts on Mount Vernon Trail including significant detours and noise during construction, a tripling of rail usage, impacts to views, loss of park land, loss of mature vegetation and possible increased trail traffic. We agree with the Draft EIS that these impacts are significant and require a mitigation.

The proposed pedestrian and bicycle bridge is the appropriate mitigation for these impacts. We also suggest that the final Environmental Impact Statement considering the following:

1. The pedestrian and bike bridge should be built concurrently to reduce prolonged construction on the trail and provide a more timely mitigation.
2. The bridge should be made as wide as possible and consideration should be given to installing railing that does not limit the effective width of the bridge. Bicycle users tend to stay two feet away from vertical structures, which can remove four feet of effective width from a bridge.
3. The platforms on the switchbacks between the trail should be enlarged to ensure accessibility for all trail users including children, wheel chairs, cargo bikes and tandem bikes.
4. The trail in the construction area will likely be damaged by construction. As part of the mitigation, the section of trail from Gravelly Point to the 14th Street Bridge should be resurfaced.

The Friends of the Mount Vernon Trail is a 501(c)3 nonprofit that supports the Mount Vernon Trail for all users by increasing safety, promoting access, improving facilities and creating stewards.

Thank you for your time and attention.

Judd Isbell
President
Friends of the Mount Vernon Trail

October 28, 2019

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Greater Washington Partnership (the Partnership) is a team of civic-minded CEOs, drawing from leading employers and entrepreneurs, who are committed to making the Capital Region of Baltimore, Washington, and Richmond one of the world's best places to live, work and build a business. The 26 leaders that make up the Partnership, employ more than 200,000 people in the region, and represent a wide range of innovative organizations across industries, including Capital One, Dominion Energy, Johns Hopkins University, Northrop Grumman, and MedStar Health. The Partnership supports the Draft Environmental Impact Statement identification of Action Alternative A as the preferred alternative, because it best fulfills the purpose and need of the Long Bridge project to expand the capacity of rail services to the regional transportation network.

The Partnership's Blueprint for Regional Mobility, released in November 2018, recommends several specific action steps to modernize our region's intercity and commuter rail, including the removal of bottlenecks limiting the rail system's speed, frequency, reliability, and growth. This includes Long Bridge.

Long Bridge was constructed in 1904 and is a two-track freight and passenger rail crossing over the Potomac River connecting the District of Columbia to Virginia. The bridge is at capacity during peak period today, and it must be expanded in order to meet the estimated 150 percent growth in passenger and freight service over the next 20 years from 76 trains today to more than 190 trains. Doing so will enable bi-direction VRE service seven days a week, allow more Amtrak trains to extend into Virginia, and unlock the opportunity for run-through service of MARC and VRE beyond Union Station, enabling a true regional commuter rail system.

On September 5, 2019, the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) released the Draft Environmental Impact Statement as part of the National Environmental Policy Act (NEPA) process of evaluating potential environmental and human impacts of the Long Bridge Project alternatives. Construction of a new, two-track bridge proposed under Action Alternative A would reduce disruption to ongoing VRE services and adjacent transportation links during construction, which are essential to the connectivity of the region. It would also provide a critical new multimodal bike and pedestrian connection across the Potomac River.

For these reasons, the Greater Washington Partnership fully supports the Draft Environmental Impact Statement identification of Action Alternative A as the preferred alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason S. Miller", with a long horizontal flourish extending to the right.

Jason S. Miller
CEO, Greater Washington Partnership



National Ferry Corporation

October 28, 2019

Anna Chamberlin
District Department of Transportation
55 M Street, SE
Suite 400
Washington, DC 20003

RE: Long Bridge Project, Public Comment

Dear Anna Chamberlin,

Our company, National Ferry Corporation (“NFC”), operates a waterborne sightseeing business from the Washington Marina. Marina management recently notified me of the subject DDOT Long Bridge Project (the Project) and informed me that public comments concerning the Project can be submitted to your office through today. Of concern is that the Project currently incorporates a prospective plan to take over our contracted parking lot within the Washington Marina for the duration of the project. That parking lot is home to our ticket booth and our customer and staff parking, and is the secure access point to our docks and vessels. I have included an excerpt from your Project Chapter 12, Land Use and Property Section, which highlights the lot planned for closure. That excerpt provides a clear visual demonstrating that our entire operation would be crippled by a take-over of that lot by DDOT.

NFC has been a faithful tenant of The Washington Marina Company since 2015 when we first contracted with the marina for three commercial docks. That Agreement also provides for the housing of our ticket booth and parking for our crew at the marina’s west parking lot. The Agreement also provided that we could offer necessary customer parking for our public cruises and charters. Over the past 5 years, NFC has provided a safe and memorable cruise experience from The Washington Marina to over 500,000 passengers and provided jobs and career training to 100 past and present employees. The lot closure would mean the end to our company and the loss of jobs for local residents, and we beg you to reconsider and modify your plan for staging your vehicles for the project.

With your esteemed history and expertise in mobilization and staging effort similar to the Long Bridge Project, I am certain that you could modify your plan to incorporate a different area other than the west parking lot in the Washington Marina to park Project vehicles, rather than permanently closing down our company and putting DC residents out of work.

If wish to discuss any of the foregoing or desire any additional information, please feel free to contact me directly at 703.851-8644 or kmoran@nationalferry.com. Thank you.

Respectfully yours,

Kevin Moran
President & CEO
National Ferry Corporation

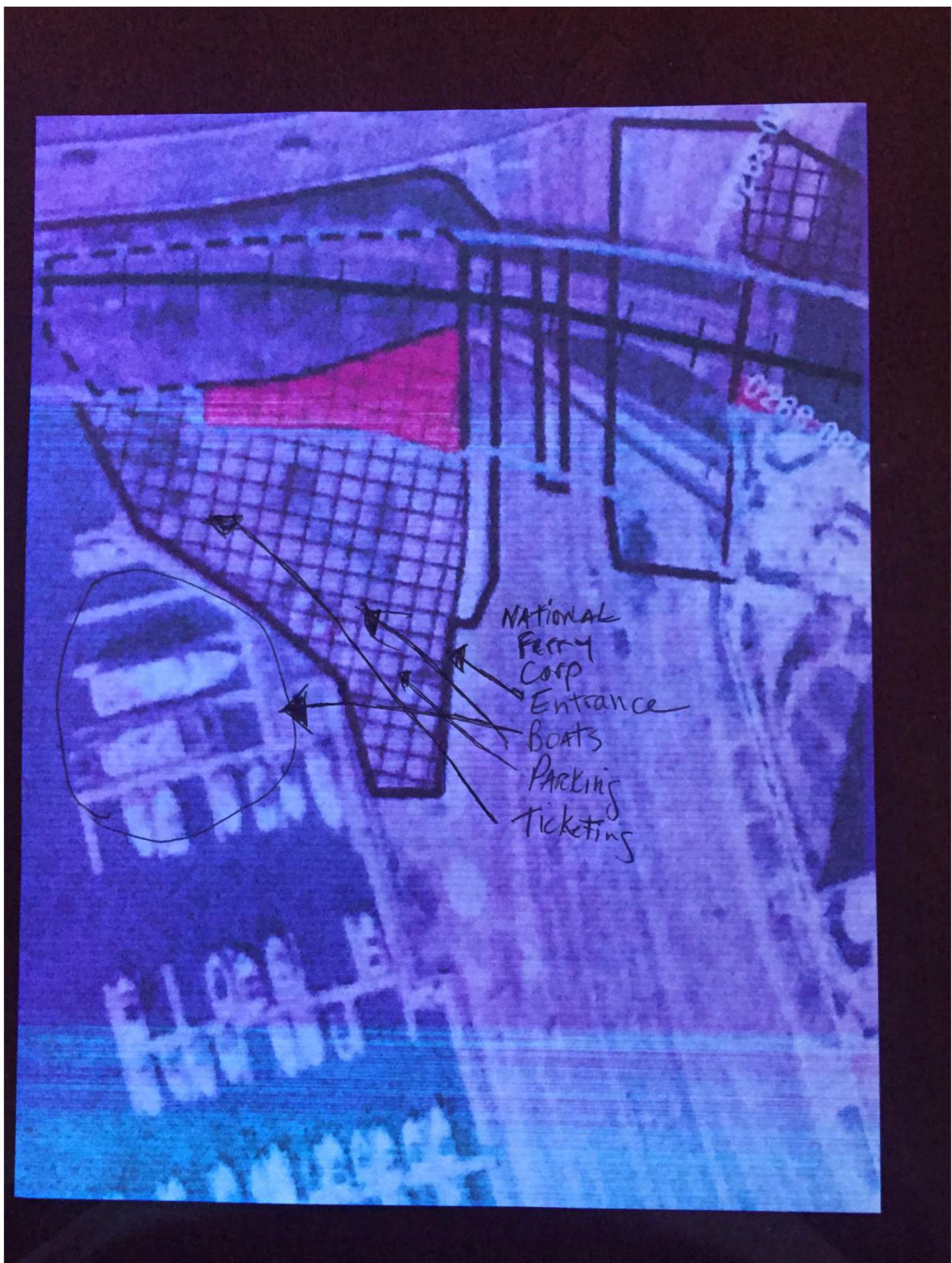
Cc: Mayor Murial Bowser

221 **Figure 12-9 | Permanent and Temporary Land Use and Property Impacts – Washington Marina and**
 222 **Portals Development (Action Alternative A)**



Long Bridge Project Draft EIS

Chapter 12: Land Use and Property



Farmer, Lee

From: Milazzo II, Joe <Joe@letsgetmoving.org>
Sent: Friday, October 25, 2019 11:52 PM
To: info@longbridgeproject.com
Cc: Chamberlin, Anna (DDOT)
Subject: [External] RTA (N.C.) comments on Long Bridge DEIS
Attachments: ref -- NCDOT - DEIS Comment Letter - FINAL SIGNED.pdf

TO:
Ms. Anna Chamberlin, AICP
Ref: Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

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Dear Anna and colleagues,

Thank you for the opportunity to comment on the subject [DEIS for the Long Bridge project](#).

The Regional Transportation Alliance is the voice of the regional business community in the Research Triangle area of North Carolina, serving Raleigh, Durham, Chapel Hill, Cary, and nearby communities.

We recognize that [proposed improvements to the Long Bridge](#) are essential for improved rail travel between Washington, D.C. and the southern mid-Atlantic area, including Virginia and North Carolina.

We echo several of the comments submitted under separate cover by Mr. James Bridges with NCDOT (dated 10/24/19, **attached** for ease of reference), including a request for clarification and inclusion of the Raleigh-Richmond tier II environmental documents as well as the existing and proposed trains that extend into or through North Carolina.

We applaud the leadership of the District Department of Transportation and USDOT/FRA for coordinating this important study effort, which will better connect north and south through the nation's capital.

Please let me know if you have questions.
Joe

Joe Milazzo II, PE
Executive Director
Regional Transportation Alliance
The voice of the regional business community on transportation

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joe@letsgetmoving.org

[Leadership Team](#) | [Chairs Council](#) | ["Thursday Thoughts at 3" blog](#)

October 25, 2019

Ms. Anna Chamberlin
District Department of Transportation
55 M Street, SE, Suite 400
Washington, DC

BY EMAIL

Re: Comments on Long Bridge Project Draft Environmental Impact Statement

Dear Ms. Chamberlin:

The Southern Environmental Law Center would like to provide the following comments on the Draft Environmental Impact Statement (DEIS) for the Long Bridge Project. SELC is a non-partisan, non-profit organization that works throughout the Southeast to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life. For over two decades, we have worked to advance policies and projects that enhance freight and passenger rail throughout our region.

The expansion of Long Bridge has been a primary focus of our recent rail advocacy efforts. The Long Bridge Project would alleviate a critical bottleneck in our region's rail network—the most severe bottleneck for freight and passenger rail service between North Carolina and Washington, DC. As the only railroad bridge connecting Virginia and Washington, DC, Long Bridge's two tracks currently serve all CSX freight, Amtrak, and Virginia Railway Express trains crossing the Potomac River between these jurisdictions. Significant increases in these services are planned for the coming years to meet growing demand,¹ which is almost certain to cause severe reliability, performance, and safety issues unless this facility is significantly upgraded.²

In addition to meeting future demands for rail service, the Long Bridge Project offers many other important economic and community benefits, including expanding travel and shipping options, mitigating traffic congestion in some of our region's most heavily-traveled corridors, reducing transportation-related emissions of greenhouse gases and other air pollutants, and encouraging more efficient land development patterns. Moreover, a number of these benefits could be augmented by the construction of the proposed new bicycle and pedestrian bridge running parallel to the project.

Despite the multiple benefits of the proposed project, Long Bridge is located in an area with significant environmental, historic, and community resources. Although the current Preferred Alternative will result in fewer impacts than the other Build Alternatives that have been studied, it is imperative that opportunities to further avoid and minimize impacts to these

¹ Federal Railroad Administration & District Department of Transportation, *Long Bridge Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation* at 2-4 to 2-5 (Sept. 2019) (hereinafter *Long Bridge DEIS*).

² *Id.* at 2-7 to 2-10.

resources are carefully considered and incorporated into the project as the design process continues. In addition, given the project's location along the Potomac River, we believe the DEIS's analysis of potential climate change-related impacts on the project and its surroundings should be strengthened. Analysis of the potential vulnerability and resiliency of the project to climate impacts is crucial to help ensure that Long Bridge will remain a viable transportation link well into the future.

Benefits of the Long Bridge Project

According to the DEIS, the proposed doubling of rail capacity will enable Long Bridge to accommodate an anticipated 153% increase in the number of trains using this facility each day—from 76 trains today to 192 trains per day in 2040.³ This includes significant increases planned for each of Long Bridge's commuter, passenger, and freight operators.⁴ Expanding these rail services can provide many important benefits, including enhancing mobility and reducing congestion along major highway corridors—such as I-66 and I-95 in Northern Virginia—by providing drivers with alternative travel options. Expanding these services will also contribute to Virginia's goals of shifting toward a cleaner transportation system.

Continued growth in the Washington region means there will be more demand for public transportation and intercity passenger rail services, and improvements to the Long Bridge corridor will allow for the expansion of existing, and the introduction of new, passenger rail service. These new and expanded services are expected to provide over \$17 million in annual travel time savings for rail passengers by 2040, and between \$24 and \$59 million in annual time savings for road users.⁵ Moreover, rail commuters currently contribute about \$6.25 billion annually to the region, and the expansion of Long Bridge is expected to double that contribution to over \$12 billion by 2040.⁶ The improvements to freight service will also allow for more efficient transport of goods in one of the nation's busiest transportation corridors.

Another key benefit of the enhanced rail service the Long Bridge Project would enable is the reduction in transportation-related emissions of greenhouse gases (GHG) and other air pollutants. The transportation sector is the largest source of carbon pollution both nationwide and in Virginia, and increasing rail's modal share would help to address this problem. As noted in the recent *Virginia Statewide Rail Plan*, railroads are on average four times more fuel efficient than trucks, with freight moved by rail generating 75% less GHG pollution.⁷ Although we were pleased to see that the DEIS addresses some GHG emissions that will result from the project,⁸ the analysis lacks an examination of the project's anticipated benefits in reducing GHG emissions by encouraging drivers to shift from highway use to take advantage of new passenger

³ *Id.* at 2-4 to 2-5.

⁴ By 2040, VRE service in the Long Bridge Corridor is expected to grow from 34 to 92 trains per day, Amtrak from 24 to 44 trains per day, and CSX from 18 to 42 trains per day. In addition, MARC plans to expand service to Alexandria, Virginia, which would introduce another 8 passenger trains per day to the corridor. Norfolk Southern also does not currently operate any trains in the Long Bridge Corridor, but expects to operate 6 trains per day. *Id.*

⁵ Randy Selleck, Virginia Department of Rail and Public Transportation, Presentation to the Commonwealth Transportation Board, "The Economic Impact of the Proposed Long Bridge Expansion and Associated Corridor Projects and the Role of Rail Commuting in the Economy" at 11 (Oct. 16, 2019).

⁶ *Id.* at 9.

⁷ Virginia Department of Rail and Public Transportation, *Virginia Statewide Rail Plan 2* (Dec. 6, 2017).

⁸ The DEIS provides analysis of the GHG emissions associated with construction and post-construction operations. *Long Bridge DEIS*, at App. D3, 7-3.

and freight rail services. These benefits can be further increased by designing the project so that it can easily accommodate, or be retrofitted to accommodate, future electrification of rail lines. The final EIS should include further analysis of this option, including preliminary cost estimates.

Preferred Alternative

The DEIS's proposed Preferred Alternative (Action Alternative A) to build a new two-track crossing appears to have a number of advantages over Action Alternative B (which also includes rebuilding the existing Long Bridge), as well as other Build Alternatives previously considered for the project. The Preferred Alternative would have fewer impacts on natural and community resources, largely due to its smaller footprint. And while the Preferred Alternative provides the same level of benefits as Action Alternative B, it has a much shorter construction timetable (approximately 5 years versus 8 years and 3 months) and a much lower price tag (an estimated \$1.9 billion versus \$2.8 billion).⁹ This means the benefits of the project will be available to the public more quickly and for a lower cost through the implementation of the Preferred Alternative, without compromising on the purpose and need of the project or increasing impacts to the surrounding environmental and community resources.

We also appreciate that the Preferred Alternative has been located and designed to minimize impacts to the significant resources in the vicinity of the project, such as Roaches Run Waterfowl Sanctuary, Long Bridge Park, East Potomac Park, and the George Washington Memorial Parkway. As this project moves forward, we encourage you to carefully consider further design changes and mitigation options to minimize any remaining impacts on these and other resources in the project area as part of the DEIS process and related historic and cultural resource reviews.

Climate Change and Resiliency

Given this project's location crossing the Potomac River, it is important that the Preferred Alternative be designed to ensure resiliency in the face of future climate change impacts. The project area falls largely within existing floodplains and in an area of the Potomac subject to storm surges and tidal changes.¹⁰ Although we are pleased to see that the Preferred Alternative has been designed to avoid impacts to natural resiliency features such as wetlands associated with the Roaches Run Waterfowl Sanctuary, we are concerned with the lack of analysis in the DEIS about anticipated future climate change effects in the project area. Among other things, this analysis could help inform additional design changes to ensure the project remains resilient to these effects and does not exacerbate the impacts of climate change on surrounding communities and resources. The final EIS should include such analysis.

Bicycle and Pedestrian Crossing

Finally, SELC continues to support the potential construction of a separate new bicycle and pedestrian bridge at this crossing. This new bridge would provide another important connection to the heavily-used trail networks on either side of the Potomac River, as well as a

⁹ *Id.*, 3-45 to 3-46.

¹⁰ *Id.* at 6-15 to 6-16. *See, e.g.*, National Oceanic and Atmospheric Administration, National Storm Surge Hazard Maps, *available at* <https://noaa.maps.arcgis.com/apps/MapSeries/index.html?appid=d9ed7904dbec441a9c4dd7b277935fad&entry=1>.

safer alternative to the popular existing crossings at the Key Bridge and the 14th Street Bridge.¹¹ It would also provide yet another travel option for residents and commuters in this densely populated area, contributing to further reductions in traffic congestion and transportation-related emissions of GHGs and other pollutants.

Thank you for your consideration of these comments, and we urge the federal, state, regional, and local entities involved in the Long Bridge Project to prioritize efforts to fund these critical improvements so that they can be promptly implemented once a Record of Decision is issued.

Sincerely,

A handwritten signature in black ink, appearing to read 'Trip Pollard', written in a cursive style.

Trip Pollard
Senior Attorney

A handwritten signature in black ink, appearing to read 'Carroll Courtenay', written in a cursive style.

Carroll Courtenay
Associate Attorney

¹¹ Bicycle advocates have long pushed for a crossing at this location due to the safety and traffic issues involved with the existing crossings at the Key Bridge and 14th Street Bridge. *See, e.g.*, Edward Russel, "The 14th Street Bridge Will Get Better For Cyclists, But First...Construction," DCIST (Sept. 15, 2018); Edward Russel, "To Bike Across the Potomac, Most Use the 14th Street Bridge or Key Bridge," GREATER GREATER WASHINGTON (Aug. 19, 2015); David Alpert & Adam Froehlig, "14th Street Bridge Area Needs a Good Bicycle Connection," GREATER GREATER WASHINGTON (Mar. 13, 2012).



Oct. 28, 2018

District Department of Transportation (DDOT)
Attn: Anna Chamberlin, AICP
55 M St, SE
Washington, DC 20003

Dear Ms. Chamberlin,

Washington Area Bicyclist Association (WABA) strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge Project, as is included in the Draft Environmental Impact Statement (EIS). The bike-pedestrian crossing needs to remain part of the Long Bridge Project, be fully funded, and built in a timely manner.

The bike-pedestrian crossing will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria. This is a once-in-a-generation opportunity to improve the connectivity between jurisdictions.

The Long Bridge bike-pedestrian crossing is also part of the regional trail network as defined by the Capital Trails Coalition and adopted by the Transportation Planning Board as one of the seven initiatives of Visualize 2045, the regional long-range transportation plan.

Thank you,

Katie Harris
Trails Coalition Manager
Washington Area Bicyclist Association



The Washington Marina Company
1300 Maine Avenue SW
Washington, DC 20024
202-554-0222
www.washingtonmarina.com

October 28, 2019

VIA EMAIL AND VIA USPS

Ms. Anna Chamberlin, AICP
Manager, Project Review Planning and Sustainability Division
District Department of Transportation - Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003

Re: Comments to September, 2019 Draft Environmental Impact Statement and Draft
Section 4(F) Evaluation – Long Bridge Project

Dear Ms. Chamberlin:

While The Washington Marina Company (“WMC”) supports continued improvement to the infrastructure of our nation’s railways, WMC has a number of concerns about the DEIS and the conclusions therein, and the potential impact of the Long Bridge Project on WMC. Please accept this letter as the comments of The Washington Marina Company to the above-referenced draft Environmental Impact Statement and draft Section 4(f) Evaluation (DEIS). These comments are equally applicable to both the preferred Alternative Action A and Alternative Action B:

- (1) Interference with Pedestrian Access to WMC: The DEIS indicates the Project will include a proposed 4+ year closure of Maine Avenue pedestrian bridge, walkways and sidewalk, dramatically affecting pedestrian access to WMC and the Southwest Waterfront as a whole. The impacts include a doubling of pedestrian walk times from the Maine Ave. traffic circle to WMC. See Section 6.3 of the Environmental Consequences report [the “EC Report”] at Appendix D-3 of the DEIS.

While the construction of a new, ADA-compliant pedestrian ramp seems positive, we have seen first-hand that there is an existing set of steps and bridge leading to the Mandarin Hotel which is hardly used. Further, there was a handicapped stair lift installed when the steps were finished but it was hardly ever used and eventually removed because it was vandalized. The DEIS itself acknowledges that an elevator

in this location is out of service because it hasn't been maintained, and we have no reason to believe the use or maintenance will improve in the future. What the DEIS appears to ignore is that there is no direct ADA-accessible connection from the Mandarin Bridge into the Mandarin Hotel or the Portals. Mandarin guests have to have a room card to go through a locked gate and go up two flights of stairs to enter the Hotel and pedestrians wishing to go into the Portals have to go up two long flights of stairs to the main concourse area. What is the sense of putting in a ADA-accessible ramp on a portion of our property when there is no ADA accessible connection on the other side and the current Mandarin Bridge and steps are hardly used? This is a waste of taxpayer money;

- (2) Interference with Private/Police Vehicle Access to WMC: Similarly, the DEIS reflects that there will be intermittent traffic controls and lane closures (more specifically discussed in Sections 6.3.3.2 and 6.3.4.2 of the EC Report, including major temporary adverse impacts on traffic. The recited impacts include "direct impacts to public safety due to lane closures on Maine Avenue SW, which could inhibit or cause delays for police, fire, and emergency services." See Section 15.4.2.2. of the EC Report. With the expanding development of the Southwest Waterfront, and particularly its residential population, any steps which will impede police, fire or emergency services should be avoided by all reasonable means;
- (3) Interference with Public Transportation Access to WMC: The DEIS advises that the Project will create an adverse impact on Maine Avenue Metrobus, Loudoun County Transportation, and Potomac and Rappahannock Transit Commission bus service to Maine Avenue, SW. See Section 6.3.2.3 of the EC Report;
- (4) Interference with River Access to WMC: The DEIS states the Project will include periodic closure of the main navigation channel of the Potomac River. See discussion in Section 6.3.7.2 of the EC report. We anticipate this will lead mariners to avoid this area and WM for the 40-month anticipated duration of such potential closures, yet there is no mention of such impact in the DEIS; and
- (5) Interference with Visibility of WMC: Visibility of construction (including cranes and barges) and reduced visibility of the Washington Marina will both adversely impact the Washington Marina. Per Section 11.4.2.5 of the EC Report, "Construction activities would be highly visible, disrupting views from both lower elevations, such as the waterfront, and higher elevations, such as Maryland Avenue SW. Several views would be altered and, potentially, partially obstructed, including views from both the Maryland and Maine Avenues SW toward the monuments, toward and from the Washington Marina, and toward the Portals development from 14th and D Streets NW. This would reduce the cultural order of the visual environment in this area. Construction activities in these areas would cause temporary major adverse impacts to visual quality...."

In addition to the foregoing direct impacts to the public's ability to access WMC, the following additional matters adversely affecting the operation of WMC appear highly probable:

- (6) Vibration/noise resulting from construction activities. It does not appear from the DEIS that the effect of noise or vibration on WMC or the piers or sea walls forming part of the WMC facility does not appear to have been considered;
- (7) Additional piers (navigation obstructions) and sedimentation in the river, resulting in loss of habitat and potential impact on migratory species. A significant portion of the WMC's clientele is engaged in recreational fishing, so additional negative impacts on WMC's business are expected; and
- (8) Perhaps most importantly, the DEIS reflects several inconsistent references to scope and impact of temporary and permanent loss of parking at WMC. Per Section 6.3.5.2 of the EC Report, "Loss of surface parking at Washington Marina would be considered a major impact because it constitutes the entirety of the marina's parking" (see also, Section 9.4.1.2 of the report).

Characterization of a portion of this as "temporary" appears misleading as the 4+ year duration should reasonably be anticipated to lead to permanent loss of business to the Washington Marina as slip rentals likely shift to other marinas on a permanent basis. The EC Report later appears to acknowledge this when it recites in Section 14.4.2.2: "Temporary parking for Washington Marina would be established off site for the duration of construction (the location of temporary parking for the marina will be identified later in the planning process as final design progresses and in coordination with the marina). Construction would have a potentially major direct impact to Washington Marina considering both the temporary loss of parking and the inconvenience of the temporary removal of the pedestrian bridge for approximately 5 years. These impacts would be inconvenient for Washington Marina and its patrons and could result in the loss of patrons."

Section 12.4.1.2 of the DEIS incorrectly states this will not affect the function of the land use. This is patently untrue. First, WMC now understands we will temporarily lose our entire parking areas for construction staging as the Project is currently proposed. Nothing in the DEIS shows consideration of any alternative locations for construction staging.

Second, absent long-term parking for boat slip renters, rentals of the boat slips at Washington Marina will not be economically viable, rendering the slips provided at taxpayers' expense basically unusable. This appears to be acknowledged in Section 12.5.1.2, where the DEIS again characterizes such loss of parking as "major adverse direct impact, as temporary loss of parking would impact the use and operation of the business."

Further, approximately one-third of all Washington Marina parking would be permanently lost to relocation of the pedestrian bridge, as acknowledged in Section 6.2.5.2 of the EC Report (see also, Section 18.3.5.1, reflecting loss of 1/3 of such parking). In addition to servicing our recreational and commercial slip customers, the WMC west parking lot provides space for monthly parking and WMC derives significant revenue from these monthly contracts. We currently have approximately 85 parking customers for such spaces, the majority of which are government employees that work at the Treasury building, yet this does not appear to have been considered in the DEIS.

We also note that Section 9.3.1.2 of the EC Report has a different “take” on the impact on the WMC parking, stating “The reconstruction of the pedestrian ramp and the right-of-way needed for the additional tracks would result in minor adverse direct impacts on the western side of the Washington Marina parking lot, causing a loss or relocation of several parking spaces, but still allowing approximately 80 percent of the lot to continue to function as it does in the existing condition.” In section 14.3.2.2, the report states the Washington Marina “would permanently lose approximately 20 parking spaces out of 88 existing spaces [23%]. The exact number of spaces to be removed, and the exact impacts to Washington Marina, would be determined as final design advances and through further coordination with Washington Marina. The loss of parking spaces would constitute a moderate direct adverse impact on Washington Marina without mitigation measures. It is anticipated that with mitigation measures, including reconfiguration of the existing surface parking area after the replacement pedestrian bridge is constructed, the net loss of parking spaces would be negligible.” For WMC, the loss of even 20 parking spaces used for long-term boat slip renters is likely to erase the profitability of such operations.

Any loss of parking, temporary or permanent would have a devastating impact, not only to our business, but also to the three riverboat companies that currently rent dock space from WMC. If this Project moves forward with taking the WMC parking, we estimate that this alone will cause the loss of 40-50 jobs as a result.

We find it incomprehensible that evaluation of the Project has been going on for years but we were not informed until March, 2019 that a portion of our parking lot would be affected (and then we were led to believe this was only due to the construction of a new pedestrian ramp, not a 4-5 year taking of the parking). It seems clear to us that analysis of the ramifications of taking WMC parking is both incomplete and inconsistent.

Beyond the WMC itself, the DEIS details a variety of impacts to the community at large. Of particular note is the failure of Alternative Actions A or B to comply with the NCPC Extending the Legacy and the Monumental Core Framework Plan, the Federal Elements of the Comprehensive Plan of the National Capital, and the Southwest Ecodistrict Plan, each of which recommend decking over the existing CSXT railroad tracks to enhance

the streetscape, allow for the creation of new development parcels, and restore views along Maryland Avenue SW.

In addition, "Yacht Basin One", established by President Roosevelt and the first model marina in Washington, DC, has been home to the Washington Marina Company since 1951 and the facility in continuous operation since 1941. Neither the historical basis, nor the long-term dedication to this use appears to have been properly considered.

Finally, we note Section 14.5.2 of the EC Report states "The Virginia Department of Rail and Public Transportation, the project sponsor for final design and construction, would *continue* to coordinate with the Washington Marina and NPS to develop appropriate mitigation for adverse temporary and permanent impacts, including potential loss of revenue and patrons due to the temporary and permanent removal of parking, to these establishments due to the Project" (emphasis added). To date, we are unaware of any effort by DRPT to contact the Washington Marina regarding such mitigation for parking or any of the other impacts cited above. Indeed, it does not appear to use that any alternative approaches to minimize such impacts have been considered. This appears to be contrary to both the spirit and letter of the NEPA process.

If you have any questions or concerns regarding this matter, please contact me.

Very truly yours,

THE WASHINGTON MARINA COMPANY

By:



R.L. ("Bob") Stickell,
President and General Manager

October 28, 2019

Ms. Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE -- Suite 400
Washington, DC 20003-3515
info@longbridgeproject.com

Dear Ms. Chamberlin:

On behalf of the board of directors and members of Virginians for High Speed Rail (VHSR), I am submitting our public comments pertaining to the Draft Environmental Impact Statement for the Long Bridge expansion project.

Simply put, this project is vital to the sustainability, connectivity, and mobility of millions of Virginians who travel along the I-95 corridor every day. VHSR encourages this project to move forward in an expedited manner.

We strongly support "Action Alternative A" to expand the crossing to four tracks because this alternative is 32 percent cheaper than Alternative B, it can be completed over 3 years sooner, and it has far less impact on our environment. We also believe that there needs to be a continued effort to avoid natural and community resources in the project area where feasible.

Expanding the Long Bridge will allow for the addition of 12 Virginia Amtrak Regional trains, 66 commuter rail trains, eight Southeast Regional trains; adding to the 24 Amtrak trains that use Long Bridge and the Washington to Richmond corridor today. These additional intercity and commuter rail trains will take over 689 million passenger miles off our roads, eliminate the need to burn 20.2 million gallons of gas, and prevent the release of over 180,000 metric tons of greenhouse gas emissions every year. This project will also greatly benefit our economy. The construction of this project will generate \$2.9 billion in economic benefits for the Commonwealth and over \$306 million annually in total output from the increased intercity and commuter rail service which will create/sustain thousands of jobs.

Our primary requests are to make sure that the new Long Bridge corridor is engineered for electrification and to provide cost estimates to electrify the segment in the final EIS.

If I can be of any further assistance, please let me know.

Regards,



Danny Plaughter
Executive Director

Appendix G:

Copies of All Public Comments

Unique Public Comments.....	G-1
Virginians for High Speed Rail Form Letter.....	G-17
Washington Area Bicyclist Association Form Letter	G-113
Other Bike-Pedestrian Crossing Support Form Letter	G-202

Comments are arranged alphabetically by first name

Name	Comment	Response
Unique Public Comments		
Ami Williams	I live within a few miles of the bridge, can hear the trains at night, and strongly support this project. The bridge is a choke-point that limits options for more trains to replace car trips. I'd like to see VRE run through to DC- I know several people who commute from Woodbridge to an office right next to Union station by driving up 95, I'm sure they'd be happier to switch to VRE. I'd also like to see trains straight through to BWI- currently when I fly from BWI I drive and park, but I'd prefer to take a train if it was direct and dependable. Finally I support increasing capacity for freight to help reduce emissions and traffic congestion on 95.	Support for project (not responded to)
Andrea Walker	Look forward to direct access to DC via bike-ped bridge, including the link from Long Bridge to Mt Vernon trail. Hope that DC will continue the path through to the Wharf.	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections
Beatrice Camp	I would love to have a bike-pedestrian crossing as part of the Long Bridge Project. It would be a wonderful way to access parks and travel from Arlington to DC.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bob Stickell	MR. STICKELL: Hello, and good afternoon. Bob Stickell from Washington Marina Company. Washington Marinas Yacht Basin 1, it's been in continuous operation since 1941, and we have called it home since 1951. Washington Marina and the four businesses that work with us, riverboat businesses, currently employ about 40 people. We've learned about the potential impact of this project here in March of this year, we met with DDOT. We were asked to participate in a navigation study back in 2017, but it -- the study asked us about the number of slips, the number of boats and sizes and what have you, and really didn't give us an indication that we might be impacted one way or the other by this. I can only say that having been on the waterfront for almost 38 years, that we've seen a lot of change and we understand the change is necessary. We just want to make sure that it's not at our expense. We feel that the temporary loss of our entire western parking lot would absolutely devastate our business. It would just -- it would basically would shut us down. So that needs to be mitigated, and we would hope that DDOT would work with us to see if there was some other mitigating factors because I don't think that we need to have all the construction equipment in our parking lot. The permanent loss of one third of our parking lot would also be very, very difficult for us, cause us huge economic impact, and we would also ask DDOT to work with us and look at other design issues. The impact of this project, obviously, it's going to be huge, but lane closures, road closures, pedestrian access, all these things being limited are also going to affect other people. It's going to affect the folks at the fish wharf. It's going to affect the traffic which on Maine Avenue in Southwest is already awful in the afternoons. I'm not sure if you all have seen that, but it's just -- it's really gotten really, really difficult. So there needs to be some real thought placed about how we're going to handle this. And, as I said, we're all for improvements and, obviously, the railroad needs the excess or they need additional capacity, but we	See Appendix D3, Responses to Other Organization Comments, p. 14

Name	Comment	Response
	need folks to work with us and understand that we do play a vital role in the servicing and what have you for recreational and also for commercial boaters, and also for government. So I thank you for your time.	
Brent Sandmeyer	Please support the bike-pedestrian Long Bridge crossing! It will provide an important and safe connection across the river.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brigid Agresti	I support the Long Bridge Project because It is environmentally beneficial, helping to get more cars off the road. Also, it will help decrease regional housing costs by making it faster for people living further from urban centers to get to work, expanding what we consider to be Northern Virginia's housing stock. As amazon arrives to Crystal City, we need more modern transportation options	Support for project (not responded to)
Buck Berry	Good afternoon, everybody. My name's Buck Berry. I live in Alexandria, Virginia, and I'm a strong proponent of bicycle and pedestrian paths for three reasons. One, I think we've reached a point in our history where we really need to get behind bicycle commuting, reduce our reliance on fuel, increase the health of our hearts, and make it safer for people to commute to work or to a recreational activity on a bicycle. The other thing is I think that people need to reconnect with the natural world, and use of trails is one way to do that. I think it's particularly important for kids who spend their -- half their lives on a cell phone or a video game to get out there and see some squirrels and bunny rabbits, but the single biggest reason that I like pedestrian ways and bicycle ways is for managing emergencies. I don't know if anybody else was downtown in New York when the World Trade Centers were attacked, but lower Manhattan was evacuated over the Brooklyn Bridge. If you didn't have a pedestrian walkway over the Brooklyn Bridge those people would not have gotten home that day. So you really got to think about moving several thousand people a few miles to get away from something, and there's only one way to do that, that's on a pedestrian walkway. You look at the footage from World War II, how were people getting away from where they needed to get away from? trail, right, along the side of the highway, but if you have a designated trail it's a lot safer and it's in everybody's best long-term interest. Thank you very much.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Caroline Butler	I support new bridge to bring high speedboat rail between Richmond and Baltimore	Support for project (not responded to)
Christopher W Pile M.D.	This is critical to the entire east coast rail system. Please include and walking and biking path on the new span to improve quality of live and environmental impact for local area.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Claire Garvin	As someone who regularly commutes to work from Arlington to DC on my bicycle, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	I personally support and would appreciate the safety benefits that this project would add to my commute and to my leisure rides.	
Cynthia Vint	It is humiliating how behind America is in transportation. High speed rails should no longer be considered futuristic endeavors that will most likely never happen. Hello people! They're all over Europe and Asia already. We need to invest more money into public transit, even if it means taxing the ultra wealthy a bit more. Everyone suffers, rich and poor alike, from hours of traffic, air pollution and CO2 emissions, and limited travel options. I support any and all high speed rail proposals, because it creates jobs, reduces emissions, and makes life more convenient for everyone. Next thing we need to do is make the Acela "high speed" train to NYC actually high speed and not just a 20 minute improvement.	Support for project (not responded to)
Dana Bres	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. As the population density of both the District of Columbia and Arlington County increase, the need for routes across the river for pedestrians and non-motorized transport will also increase. Including the bike-pedestrian crossing in the Long Bridge project will increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Daria Pelech	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. I commute to work from Alexandria to SW DC and pedestrian infrastructure on the Long bridge would both shorten my commute and make it safer. I also strongly believe that more people would join me in bike commuting if it was made more comfortable for them. As Virginia brings more jobs to Crystal City, the transportation alternatives the Long Bridge would provide are sorely needed.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dino Drudi	In the past I have expressed skepticism that the number of trains per day could possibly reach the anticipated number and opposition to building a separate two-track bridge. Although I continue to believe the anticipated 112 trains per day under "no build" is a more plausible projection, I would like to, based on the excellent work done preparing the draft EIS and the need for redundancy given the how crucial to rail passenger and freight traffic along the East Coast Long Bridge is, reverse my earlier opposition and support the less disruptive and costly Alternative A recommended in the draft EIS.	Support for project (not responded to)
Ed Wallace	I support the idea and I hope it becomes a legislative priority.	Support for project (not responded to)
Ellen Armbruster	I support the project and the preferred alternative--Action alternative A. I am concerned that the proposed mitigation of the bike/ped bridge will never get built since it won't be constructed until after the rail bridge is completed. Once the trains are running on the new bridge there will be	See Appendix E, Section 3.7, Constructing Bike-

Name	Comment	Response
	no motivation to build the bike/ped bridge. What mechanism does the authorizing agency have to ensure the bike/ped bridge is completed? I would like to see this issue discussed in the Final EIS. Thank you	Pedestrian Bridge Concurrently with Railroad Bridge
Ellie Curtis	This project seems like a good way to increase the reliability and overall capabilities of transportation to and from D.C., but I have some concerns about the construction process. Because a large part of the construction will take place over the Potomac River, requiring barges to move workers and supplies around I am worried about potential for excess pollution into the river during the construction period. Additionally, the EIS said that because of the project more pollution would be sent to the Chesapeake Bay. This seems unwise, as the Chesapeake Bay is already over-polluted as is and really cannot afford to take on more pollution. Finally, I am in favor of developing a bike path, but as it would require it's own bridge I would like to see a cost benefit analysis of whether it is worth it to create an entire new bridge in order to accommodate a bike path.	See Appendix E, Section 2.2, Impacts to Water Resources, and Section 3.1, Cost-Benefit of Bike-Pedestrian Crossing
Eric Cassel	Good afternoon. I come to -- or my name's Eric Cassel. I'm President of the Friends of Long Bridge Park and an Arlington resident. I'm actually a Crystal City resident. We've -- being in Crystal City with all the dramatic changes, we're very much interested in livability of the area, and have been working hard on that issue. Amazon, and their HQ2 original proposal, has a tremendous amount of bicycle storage and their expectation of usage, and we're very concerned about how those bicycles get around. Clearly, something like this where the 4(f) Mitigation is important, we're also concerned about, you know, how transportation is, in general, making sure there's enough trains and things like that to get people in and out by -- instead of cars. So in the park itself we're also concerned about connecting to things and making sure residents and users of the park can get where they need to go. And we're very pleased to see the 4(f) Mitigation, and given that the park is in both our park and the George -- GW Parkway and associate parks, we need something like that for our mitigation. So in that sense where -- that is good, and we look forward to having, actually, a connection pedestrian built. Thank you.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Lotke	If we're building a bridge, of course it should include bike lanes.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Evan Handy	The bike-ped plan for the Long Bridge is a fantastic opportunity to improve active transportation across the Potomac River. This opportunity will not come again for perhaps decades. Please support the Long Bridge bike-ped crossing plan!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Geoffrey Long	I use the Mount Vernon Trail to commute by bicycle from Alexandria to the District, four days per week. I see that the EIS proposes that construction impacts to the trail be minimized, and I'd like to emphasize the importance of this. Closing the MVT for years would have a daily impact on my commute, and on the commutes of many others. The proposed pedestrian bridge is puzzling, Much as I love any new bike infrastructure, the bike/pedestrian path	See Appendix E, Section 2.7, Impacts to the Mount Vernon Trail, and

Name	Comment	Response
	on the 14th Street Bridge provides reasonable capacity and access to downtown, and the proposed bridge would only go to Potomac Park. I don't see how the new bridge increases access to DC. Perhaps the money is better spent elsewhere. Thank you.	Section 3.1, Cost-Benefit of Bike-Pedestrian Crossing
Japhet F Wasserman	our transportation system is a joke compared the developed world we should be able to ride a train from Richmond to Baltimore at least - Miami to Boston would be even better	Support for project (not responded to)
Jared Noetzel	Please preference the creation of a bike and pedestrian bridge in the final proposal.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jason E Floyd	I strongly support the idea of a dedicated pedestrian/bike crossing as part of the long bridge project. Providing a dedicated crossing that does not exposed people to the hazards of motor vehicle traffic should help greatly in increasing the number of people who use bikes or similar means of transport for trips across the Potomac. I would expect this would yiled large societal benefits in terms of health and reduced need for personal car usage.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jesse Bushman	I just want to say I support the Long Bridge project. I've commuted to work by bike for years and it's a great way to go. I live in Alexandria and work in the heart of DC and it takes me less time to get there on a bike than driving a car or riding the train, only costs as much as it takes to maintain the bike and gives me exercise. There are a lot of people who bike and if the routes are shorter and more convenient, as they will be with such a bridge, more people will do it, which will get them off the roads, reducing traffic and pollution. And DC's biking infrastructure is getting better so it can accommodate more cyclists. It really is an ideal way to commute and anything you can do to foster that would be really appreciated by many people.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jim Durham	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>The proposed pedestrian and bicycle bridge will provide significant benefit to the large number of Virginia and other residents who use the Mount Vernon Trail for fitness, recreation and transportation. Many of the existing pedestrian and bicycle bridges across the Potomac River are either dangerously narrow, difficult to get to, or already near capacity during peak travel hours. A new pedestrian and bicycle bridge will give trail users another option to reach DC and likely increase the number of Alexandria residents who walk and bike instead of drive, consistent with Alexandria's Environmental policies and plans.</p> <p>Please also consider improvements to the plans such as (1) Increasing platform size to accommodate a wider variety of bikes. The platforms on the ramp between the Mount Vernon Trail and the bridge are not wide enough to adequately accommodate all trail users such as those riding cargo bikes or tandem bikes, or pulling bike trailers or trail-a-bikes. (2) Build the pedestrian and bicycle bridge at the same time as the rail bridge to reduce the</p>	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, and Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	<p>amount of time that the Mount Vernon Trail will be impacted.</p> <p>(3) Include construction of the Gravelly Point bypass which is currently in the National Park Service's Paved Trails Plan. This bypass would help mitigate the risks associated with increased trail traffic.</p> <p>(4) Incorporate railing design that does not reduce the effective bridge width, which occurs when users avoid proximity to a vertical barrier.</p> <p>Thank you in advance for your consideration of our comments. We look forward to the positive impacts that the new Long Bridge rail, pedestrian and bicycle bridges will bring to our region's transportation network.</p>	
John Armstrong	Yes! We need both pedestrian and bike paths on the new bridge. Please help people travel safely to/from DC and Arlington without getting into a car. Reduces congestion, good for health, good for the community.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
John Shellito	<p>As a part of the Long Bridge Project, an additional Amtrak station should be added at Long Branch Park/Crystal City/National Landing. This would facilitate greater ease of Amtrak travel for those in Northern Virginia who are looking to connect to an extended northeast regional train service (or to Richmond). There is no reason why the northeast Regional train service has to end at Union Station. regular Amtrak commuter routes should extend all the way to Richmond, and Crystal City/Long Branch Park/National Landing could be a key stop along the way.</p> <p>Thanks for your consideration.</p> <p>John</p>	See Appendix E, Section 2.1, Design Modification Suggestion
Jonathan Elkin	<p>Please build this! We need more inter-city and commuter rail.</p> <p>Please also build the bike/pedestrian access plan that would connect between Virginia and the Wharf. While you're there, add or improve the existing bike/pedestrian access point on East Potomac Park near the tennis courts. Currently the bike/pedestrian access between East Potomac Park and the Wharf is very narrow, next to the 395 on-ramp. It's a harrowing trip. Improving this middle access point would improve bike/pedestrian traffic between VA/E Potomac Park/the Wharf and improve business/ National park usage on all points.</p> <p>Get Amazon HQ2/associated Crystal City developers and The Wharf developers to chip in for this, not NPS or federal DOT funds. The developers will make millions from improving pedestrian/bike access between these three points and they should pitch in for this critical investment.</p>	See Appendix E, Section 2.6, Funding, and Section 3.2, Bike-Pedestrian Crossing Connections
Jordan Riesenber	<p>Thank you for updating the proposal to extend the western end of the bike/pedestrian path to Long Bridge Park. This will significantly reduce walking and cycling distances and travel time for those traveling directly between the District and Pentagon City/Crystal City, versus the currently available cycling routes. While extending the bike and pedestrian path eastward to Maine Avenue over the Washington Channel was found to be infeasible due to space</p>	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and

Name	Comment	Response
	constraints, please consider extending the path to come down at grade on the eastern portion of Ohio Drive Southwest (as opposed to the currently proposed western portion of Ohio Drive Southwest). It appears there is space (about 29 feet or so between the freeway and current railroad tracks to bring the bike and pedestrian path that far). As currently proposed, if a cyclist or pedestrian is coming across the Francis Case Memorial Bridge, getting to the new crossing would require traveling about 0.72-0.80 miles depending on whether one uses a southern or northern route. If the bike and pedestrian path were to be extended to the eastern loop of Ohio Drive SW, that distance could be reduced to about 0.47 miles. Using the shorter base case route, and assuming 3 mph for pedestrians and 9.6 mph for cyclists, this shorter route would result in five minutes of travel time savings for pedestrians and 1.6 minutes per cyclist. Additionally, please consider one or two small "bulbouts" on the bike and pedestrian bridge to give users a place to stop and take in the view without getting in the way of other path users. Thank you for your consideration.	Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing
Joseph Conway	<p>I strongly support a bike-pedestrian crossing for the Long Bridge Project, and it is critical that the crossing remains part of the plan.</p> <p>As you know, a bike-ped path on a new Long Bridge has massive support. Providing a Potomac River crossing that essentially parallels I-395 can only take cars off that busy interstate, which is good for the environment and for the health of residents on both sides of the river. (See how successful the Key, Roosevelt and Memorial bridge crossings are already.)</p> <p>The Long Bridge has the potential to be a marquee crossing of the Potomac, supporting the area's transportation and environmental goals. For the project to be a success, a bike-pedestrian crossing must included now, rather than after the initial project is complete.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Judd Isbell	<p>I am writing to provide comment on the Long Bridge Draft EIS. I fully support construction of a new Long Bridge and the improved rail transportation that it will provide to the region.</p> <p>I am a regular user of the Mount Vernon Trail and also fully support the construction of a pedestrian and bike bridge as an appropriate mitigation for the additional noise, impact to viewshed and loss of mature trees that will occur because of the project. These impacts are accurately described in the Draft EIS.</p> <p>I encourage the mitigation plan to construct the pedestrian bridge at the same time as the rail bridge. As an occasional tandem rider, I also ask that the plan for the ramp between the trail and the bridge include platforms that can accommodate bikes with longer wheel bases. Cargo bikes are incredibly popular for parents with children and the bridge should ensure that they can safely make the 180 degree turns in the current concept.</p>	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, and Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	Thank you for your consideration.	
Katy Lang	I am glad to hear that a bike-ped crossing could be accommodated with any alignment option. I encourage the bike-ped bridge design and construction be contracted out at the same time as the railroad bridge; otherwise I fear it will be delayed unnecessarily and prevent this critical connection for people on foot.	See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge
Ken Notis	Hello. My name is Ken Notis. I live in Alexandria. I work in -- near the Navy Yard. I'm a fairly regular bike commuter over the 14th Street Bridge, as well as a member of Alexandria Bike-Pedestrian Advisory Committee. I'd like to support the preferred Alternative and, in particular, the use of a bike-ped bridge element as a mitigation tool. I think it has a lot of in addition to providing an improved way for people to commute in a environmentally friendly way. I think it'll help the 14th Street Bridge side path as well. Today there's a lot of conflict. I mean, there between cyclists and pedestrians going in different directions, some pedestrians taking advantage of the views from the 14th Street Bridge side path. This gets especially significant around Cherry Blossom time and other times of peak tourist use, which affects the national parks. Getting more of the site by commuters off of that bridge and onto a bike-ped bridge next to the Long Bridge would probably improve the experience for the pedestrians using the 14th Street Bridge, and the people going to the Jefferson Memorial at Cherry Blossom time. It would also support the goals that both Arlington County and City of Alexandria have in improving bike and pedestrian mode-share, and reducing auto usage in those jurisdictions. Thank you very much.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ken Schwartz	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kevin B McDonald	<p>Hello,</p> <p>I would like to comment that part of the 4(F) mitigation strategy should be to incorporate a commitment by the sponsoring parties to repaint both the existing Long Bridge over the Potomac River and the rail bridge over I-395 in the District of Columbia. Both are in disgraceful visual condition with rust and graffiti. Given that both are essential elements of the Project (in addition to the new facilities recommended in Alternative A) and mitigation measures are necessary, a more visually appealing project is essential to ensure the proposed alternative does not negatively impinge on overall viewshed in the corridor. Painting these facilities will help accomplish that goal.</p> <p>Thank you.</p>	See Appendix E, Section 2.3, Mitigation Suggestion

Name	Comment	Response
Kyle Streepy	I support the Long Bridge Project because it is currently holding back an expansion of rail transit in Northern Virginia. I was a frequent VRE rider previously and was familiar with waiting on freight train to pass before entering the bridge. The growth of the region demands increased transit options and expansion of rail travel. It will relieve congestion along I-95, and reduce the number of cars on the road with more rail travel routes available.	Support for project (not responded to)
Larry Lee	It seems to me that including a bike/ped lane on an existing construction project would be preferable economically and logistically to building a completely separate bridge at a later time. It may not even happen.	See Appendix E, Section 3.6, Support for Connecting Bike-Pedestrian Crossing to Railroad Bridge
Leeann Sinpatanasakul	<p>I am writing to express my strongest support for the bike/pedestrian bridge portion of the project. I am glad to see that the bike/pedestrian bridge is included in the designs and I urge its adoption in the final EIS.</p> <p>Specifically, I strongly support constructing the bike/pedestrian bridge at the same time as the rail bridge, so as to save on time and construction costs, as well as to provide a new bicycle/pedestrian option sooner--saving lives with a safe, dedicated facility in the process.</p> <p>I am agnostic as to whether it should be a separate bridge or part of the rail bridge.</p> <p>I support its extension on the Arlington side into Long Bridge Park. However, I also urge the team to extend the bridge on the DC side past East Potomac Park and bring it all the way into DC. The current crossing from East Potomac Park is narrow and unsafe for bicycle (or frankly pedestrian) travel. To be truly multi-modal, we need strong, safe connections from jurisdiction to jurisdiction.</p> <p>In closing, I urge you to construct the bike/pedestrian bridge at the same time as the rail bridge, and to fully extend it into DC proper.</p> <p>Thank you for your time.</p>	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge
Lisa K Smith	<p>I FULLY support the Long Bridge expansion project. It makes total sense and has the potential to be life changing for me by giving me an opportunity to move farther out of the congested Fairfax area by giving me an attractive commuter option that is high-speed rail.</p> <p>It would also be wonderful to hop on it and go visit Baltimore as a tourist without having to slog through road traffic. What a wonderful idea that is!</p>	Support for project (not responded to)

Name	Comment	Response
Lisa Kaplowitz	I strongly support the proposed Long Bridge Project to expand/replace the rail Long Bridge over the Potomac to enhance rail travel up and down the East Coast. I frequently take Amtrak North from Alexandria and cross the Long Bridge - it clearly needs to be upgraded and expanded. Traveling by train is more comfortable, safer and more productive than driving - I travel by train to Philadelphia and New York City often and with high speed rail would travel by train to Baltimore as well. the time has come to upgrade and expand the rail bridge over the Potomac - it is long overdue.	Support for project (not responded to)
Margaret Gendron	I strongly support the Long Bridge project because it is very clearly a bottleneck for the region. I take the train from DC to Richmond regularly, for work, as do many of my colleagues, and we always get delayed at Long Bridge because freight has the right of way and we need more tracks so passenger rail and freight rail are not competing with one another. Please make sure that DC is at the table and helping move this project forward, including the bike/ped bridge because it is ridiculous that in 2019 we would create transportation projects without including ways for people to walk or bike. Our planet is dying, we know that. No one wants to give up their car, we also know that. All of us rely on public transportation to support our mobility, we also know that. Soooo, the easy answer to this project is to get it done and move on! Thank you for your commitment to the city and support of a regional perspective because borders are lines on a map, and I am pretty sure when folks move around for work, school, and doctors visits they don't stop at the borders of their state. Be well and keep up the good work, Maggie	Support for project (not responded to) See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marjorie Colletta	I love the idea of my tax dollars going to a high speed train. Please consider me a voter who approves making Longbridge a 4 track bridge.	
Mark Scheufler	<p>Please consider revising the requirement for two tracks to be in service at all times throughout construction.</p> <p>Freight and Passenger trains should be rerouted for 5-15 days to allow the three new 4-track bridge structures at Ohio Drive SW, Washington Channel, and Maine Avenue SW to be rebuilt simultaneously.</p> <p>This could greatly decrease the construction time and costs associated with a longer timeline.</p> <p>This is similar to the Cameron Run bridge replacement in Alexandria that was done over a long weekend.</p> <p>https://www.alexandriava.gov/RailroadBridge https://nam04.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.alexandriava.gov%2FRailroadBridge&data=02%7C01%7Cfarmer%40vnb.com%7C838fb78a64fd4d7b2c0908d75a25736b%7C365c5e99f68f4beb89d9abecb41b1a1b%7C0%7C1%7C637076989234667219&sdata=g1TQC9Vsfto3InIHcu6oMnMkcK0tcf4iVu1Rr348L6E%3D&reserved=0</p>	See Appendix E, Section 2.4, Operations Impacts During Construction

Name	Comment	Response
	Thanks, Mark Scheufler	
Michael Greene	Great idea and long overdue. Current 14th St Bridge Crossing is very utilitarian. This new crossing with the railroad bridge will be a magnet for activity like the Brooklyn Bridge crossing in NY. Let's GO!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Hong	<p>I am writing to express my support for including a bike/pedestrian bridge across the Potomac River as part of the Long Bridge Project. With new development in Crystal City (Amazon HQ2) and in southwest DC (The Wharf), it's important to improve and expand transportation options that include cycling and walking.</p> <p>The existing 14th Street bridge bike/ped path is inadequate to handle large amounts of bike/ped traffic. A better connection is needed. The Long Bridge Project would be an ideal way to address the inadequate bike/pedestrian infrastructure between Arlington and DC.</p> <p>The bike/pedestrian bridge should connect Long Bridge Park with the nearby Mt. Vernon Trail and East Potomac Park. While it would be ideal to have such a bike/ped bridge further connect Arlington with L'Enfant Plaza, I recognize that there may not be sufficient space to extend the bike/ped bridge past East Potomac Park to Maryland Ave. and L'Enfant Plaza. Any northward extension of the bike/ped bridge past East Potomac Park would be welcome to the many DC, Arlington and Alexandria residents, workers and visitors who bike, walk and run across the Potomac River. Thank you.</p>	See Appendix E, Section 3.2, Bike-Pedestrian Crossing Connections, and Section 3.8, Support for Bike-Pedestrian Crossing
Michael Ragsdale	Throw my name in the hat for Alternative B. Yes it will cost more and take longer, however I feel that by replacing the existing structure now as part of the overall project: we would save money in the long run by not having to pay as much in maintenance. Also, the existing bridge is going to have to be replaced someday anyway, so why not get it out of the way? I travel between NFK and BWI to visit my girlfriend's family in Maryland and I look forward to NFK (and maybe NPN someday?) being able to have more Amtrak trips thanks to a new Long Bridge.	See Appendix E, Section 2.5, Support for Action Alternative B
Molly Marlatt	I support spending on Long Bridge being updated to expand the rail lines and allow for future high speed trains. With Amazon coming to NOVA and all of the growth in general, we need options like this for the region.	Support for project (not responded to)
Neil Flanagan	<p>I am writing in support of building the bicycle/pedestrian bridge at the same time as the new bridge, because simultaneous construction will reduce its ecological impact, compared to two periods of construction. Furthermore, it is a necessary compensation for the increased frequency of diesel trains this project will permit.</p> <p>DEIS Figure 2-1 shows a doubling of CSX trains through the area by 2040, along with increased track use from other freight railroads and commuter rail that generate revenue for the company. All of these trains will be powered by diesel motors, an established source of particulate and carbon emissions. Additionally, as noted in</p>	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing, Section 3.7,

Name	Comment	Response
	<p>Section 6, petroleum and inorganic chemicals will drip from ties, grease drippings, and cleaning materials during operations. The effects of both airborne and stormwater pollution will be increased with increased operations.</p> <p>To address this impact, some form of positive investment is normal and necessary, similar to the pedestrian and park improvements made during improvements to the Virginia Avenue Tunnel. A pedestrian/bicycle bridge, with adequate connections to neighborhoods is an excellent way to reduce particulate and stormwater pollutants in compensation by reducing private automobile use. Substitution of private automobile use is not feasible without adequate human mobility infrastructure like the bridge. The 14th street bridge sidepath is congested and dangerously narrow, with poor access to major job and residential areas on either end.</p> <p>The compensatory pedestrian bridge should be constructed at the same time as the main bridge to limit costs to the public and minimize the impacts of construction to water quality, RTE species, recreation, and wetlands. Separate construction, possibly under separate contracts, would require separate staging and reduce equipment and logistic expenses. This will increase costs to the public and increase the construction time, necessarily increasing the environmental impact of this necessary compensation for increased pollution from the rail bridges.</p> <p>One comment on the design of the pedestrian bridge: Ramps with sharp turns at either end are unacceptable bicycle/pedestrian infrastructure, and should be redesigned for evaluation in the FEIS. Bicyclists cannot safely ride down ramps with those turns. This tight turn, combined with the low visibility of the turn will lead to bike/bike and bike/pedestrian conflicts. The design presents a serious risk of injury and inconvenience that would never be acceptable on a new construction roadway or railroad. The ramps must be designed with safe curves and stairs.</p>	<p>Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8, Support for Bike-Pedestrian Crossing</p>
Pamela Van Hine	<p>Thank you for giving the public an opportunity to respond to the DDOT/FRA DEIS, Draft Section 4(f) Evaluation, and Draft Section 106 for the Long Bridge Project.</p> <p>I am a long-time resident of the Aurora Highlands neighborhood in south Arlington County. Before retirement I regularly walked or ran to my job in SW DC, using the bike-ped path on the north side of the 14th Street Bridge. In retirement I still enjoy long walks and runs to keep in shape and prepare for the Marine Corps Marathon. I frequently travel by foot along the Mt Vernon Trail and to and from DC.</p> <p>I am very glad that the multimodal bike-ped passage over the Potomac is the key requirement for the 4(f) mitigation for the Long Bridge Project. I look forward to using the connections from both the northern end of Long Bridge Park and the Mt. Vernon Trail and landing in DC.</p>	<p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
	<p>I am concerned that the proposed bike-ped passage will not be built simultaneously with the new RR bridge. I am also concerned that the building of the bike-ped passage is not part of the Long Bridge Project. My understanding is that DRPT is responsible for building the bike-ped and that any extension of pathways on the DC side would be the responsibility of DDOT.</p> <p>How do we ensure that the bike-ped passage is actually built, if it cannot be built with the new RR bridge? How do we ensure that the new passage connects to the end of Long Bridge Park and to the Mt. Vernon Trail? How do we ensure that DDOT and/or others extend the passage from the landing on East Potomac Park to where cyclists and pedestrians want to travel - to the new SW DC waterfront and to L'Enfant Plaza? We need the completed connection from the DC waterfront to Crystal City for both neighborhoods to thrive.</p>	
Paul Cantrell	I am writing to support the Long Bridge DEIS expansion project. Specifically, I support the preferred alternative as it anticipates and provides for current and future needs by doubling the capacity all at once. This will allow for a reasonable level of service capacity increase to address modest estimates of the current and anticipated growth in demand for reliable, intercity train service, reduce commute times (which means increased productivity and quality of life), and the need for costly road capacity increases. This will be much cheaper in the long run from an macro transportation management perspective and will contribute positively to a slowing of environmental pollution related to the otherwise projected increase in running car/bus traffic that will occur in the absence of train service increases. I ask that this project move ahead as quickly as feasibly possible.	Support for project (not responded to)
Paul Kaplowitz	I very much support the building of another Rall span across the Potomac River next to the current Long bridge span. This will greatly improve improve the efficiency of commuter rail transport into and through the district and allow high-speed rail to be developed in our region	Support for project (not responded to)
Paul Leiby	<p>I am writing in strong support of the Long-Bridge bike-ped crossing. This bike-pedestrian crossing mitigation measure for the Long Bridge Project is an EXCELLENT idea. While more people turn to biking/waling as efficient, sustainable, and healthy ways to travel, tragically bicycling and pedestrian fatalities are rising sharply. This even as other traffic fatalities decline.</p> <p>The bike-pedestrian crossing needs to remain part of the Long Bridge Project, to make the DC metro area a modern, safe city for all to travel in.</p> <p>The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for _everyone_.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Horton	I would like to voice my support for this project and hope that it is perhaps even built over capacity in order to support future rail development in the area. Growing rail is critical to meeting our environmental goals!	See Appendix E, Section 2.1, Design Modification Suggestion

Name	Comment	Response
Peter Richman	<p>I live in Ward 4 and regularly visit Crystal City. Right now, making the trip by bicycle is incredibly difficult and oftentimes dangerous. As HQ2 comes online, traffic and congestion is only going to get worse.</p> <p>I strongly support the addition of biking (and pedestrian) infrastructure to the Long Bridge Project. This will make our region safer and more accessible while improving quality of life for all.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Renee Greenwell	I fully support upgrading the long bridge rail bridge to accommodate increased traffic at higher speeds.	Support for project (not responded to)
Richard Archambault	I support the increase in capacity across the Long Bridge corridor. High Speed Rail should be a national priority, but until then we can build capacity and enable regional High Speed Rail between VA, DC, and MD.	Support for project (not responded to)
Ron Erdmann	<p>I could not be at the hearing, but I totally support a bike trail that is proposed for the Long Bridge Project. While there are numerous bike trails in the area, this would be a great connection between Virginia and DC. Please support this bike trail development.</p> <p>Ron Erdmann Rails to Trails Member since 1987</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Steve Szibler	Steven Szibler. Resident of 5E06. I support bicycling and pedestrian considerations as a key part of this project. I expect to see a strong emphasis on the best possible multimodal project currently possible. Pedestrian and cycling infrastructure is important for both safety and our environment. Thank You.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tom Korn	<p>Hello. I'm Tom Korn, and I'm from Arlington, Virginia. I'm one of many active citizen planners in Arlington. I've been at it for -- since the early '80s, neighborhood planning commission, and I was an early advocate of pedestrian facilities, and apparently I was part of the stream that Arlington's been successfully addressing. I don't have a preference for either the A or B choices, but I definitely have a preference for a downstream location for the bike bridge. I've experienced walking across the 14th Street bridges. I've also had considerable experience walking across the railroad bridge. I always preferred the railroad because the environment was far quieter, and the cacophony in the zone between the railway and the -- and highways is not just noise, it's visual as well. It is just a very difficult place for pedestrian, and a much preferred location would be downstream from all the bridges. As I understand it the bridge is a much lighter component. They are longer spans on lighter foundations, pylons, and this does give -- you know, it is an easier design. There are some issues with how it ends. I don't think it's so much on the Hains Point side. Ideally, it would be at the wharf. There was a Ponte Vecchio proposed in the '70s, early -- late -- early '70s, late '60s, I think by Arthur Cotton Moore, to build a bridge from the -- where the wharf is now over to Hains Point which was all, you know, pedestrian bridge was shops and things on it. Well, it seems a little closer to happening in our guess, but the idea of a bridge for cyclists and pedestrians that have respites on them, there are access to the views, and is what I see when I've experienced walking a much quieter railroad</p>	See Appendix E, Section 3.9, Support for Bike-Pedestrian Crossing Downstream of Long Bridge

Name	Comment	Response
	bridge. So I would like to encourage looking at that Alternative. And I encourage the bike groups, and I'll be talking to them to get on board. This -- you haven't -- this is -- has not been designed as they -- the site -- as the site has -- as there are issues with it as far as where it ends on the Virginia side, but I just want to say I'm going to encourage those groups to support a downstream location for the bridge. Thank you very much.	
Tyler Wean	<p>Hello,</p> <p>As an Arlington resident who crosses the Potomac to DC almost everyday, I want to put my support behind the Long Bridge Project. This is a critical piece of our regional infrastructure that will have a huge benefit to the DC region, as well as the entire east coast.</p> <p>I also want to add my support that the project include a bicycle and pedestrian component, which would also be a huge benefit for connection to the great trails that we have in the DC area.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Wayne Rose	I believe that this is a very important project to complete so we can eliminate this bottle neck. With ever increasing congestion on I-95, we need to create alternative modes of transportation and this project will help facilitate the creation of high speed rail and increase much needed commuter rail. I support the EIS documents evaluation of pedestrian and bicycle access and hope that this will be included in the rail project.	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
William Mark Habeeb	This is a vital project for the entire metro region. For a relatively modest cost we can immensely expand rail service and take cars off the road.	Support for project (not responded to)
William Irwin	MR. IRWIN: All right. Hello. My name is William Irwin, and I live in the 500 block of N Street, SW. I'm a neighbor. And, perhaps, it's odd that I'm the first witness in your formal hearing because my views aren't really about the important regional infrastructure considerations, but instead it's a focused local issue that the Long Project is for me and for my family, and my neighbors. I followed the project for years and have participated in every public comment period availed to me. You've been witness to my consistent views. To summarize, I support bicycle and pedestrian accommodations as a mitigation, a 4(f) mitigation, that must be included when this project is eventually approved and permitted. While the EIS documents, that the bike and pedestrian accommodations are not part of the published purpose and need, that view is discounted in my mind by the fact that multimodal accommodations have been consistently highlighted within all transportation planning documents prepared by the district, by the National Park Service, and other relevant federal agencies as essential components of infrastructure projects of this size. With that, it's arguably disappointing. It's a disappointing miss that multimodal accommodations are not part of the official purpose of need because I would expect early and easy alignment with planning documents of every stakeholder jurisdiction within the project ring-fence. The multimodal expectations are far from flippant, as there are safety considerations and important to me as a regular bicyclist.	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
	My detailed comments are already part of the project record in several places, but suffice it to say we need something better than the two narrow paths that exist on the 14th Street Bridge in a crazy mixing bowl that path leads to at the intersection of 15th Street and Maine Avenue, SW. That's why I originally coined the Long Bridge Project as an opportunity of the century, something more grandiose than anything I've ever seen in my decades as a son of Washington. All the more important, given the swelling residential development immediately around us in southwest DC, as well as the anticipated changes across the river with the realization of Amazon HQ2. So let's do the right thing on this one. Let's take the steps to ensure that all of us join you as strident supporters of the rail improvements you seek for the Potomac crossing. If you align with the expectations of all those relevant planning documents you will indeed have that local support. Thank you.	
Wyatt Gordon	Could you please ensure there is a bridge just for people walking and on bikes so that we can connect trails on both sides and help people truly commute multi-modally?	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Thanks!	
Yvette White	I am writing in support of the separated pedestrian and bicycle bridge as part of the Long Bridge Project as it provides an important connection between Virginia and DC. Having this connection will provide an active transportation avenue for bicycle commuters, walkers and non-motorists. It is important to provide infrastructure for non-auto transportation which is safe and comfortable.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Zachary DesJardins	Hello, I support building the trail bridge attached to the rail bridge and support extending the trail to Maine Ave and the Anacostia Riverwalk Trail there. Be sure and build the bridge with supports for future electrification and catenary.	See Appendix E, Bike-Pedestrian Crossing Connections, and Section 3.6, Support for Connecting Bike-Pedestrian Crossing to Railroad Bridge
Zachary DesJardins	Please curve the bike path approaches because the current 90 degree angle is unsafe and not compliance with best practices which require curves to accommodate tandem bikes, longer cargo bikes, and assist emergency vehicles in accessing the bridge. The bike path should also be 20' wide at minimum, not 14', because that is the best practice for safe spacing between people walking and biking. Finally, close the ramp from 14th St onto Maine Ave because it is pointless, it was replaced with nearby ramps in the 60's and would ease construction. Close the ramps on East Potomac Island to easily allow the bike path to directly connect with the Anacostia Riverwalk path.	See Appendix E, Section 3.3, Design Modification Suggestions for Bike-Pedestrian Crossing
Zachary Schrag	I support the construction of a bike-pedestrian crossing for the reasons stated on p. 34 of the Long Bridge Project DEIS. Thanks.	See Appendix E, Section 3.8, Support

Name	Comment	Response
		for Bike-Pedestrian Crossing
Virginians for High Speed Rail Form Letter		
Aaron Lam	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Abigail Cheever	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Adam Roach	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Adam Soroka	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Agricola Ira	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

Name	Comment	Response
	double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Alan McCleaf	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's regain our rail infrastructure and get more cars and trucks off the highways!</p>	Support for project (not responded to)
Allan Carpenter	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Allen Irwin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Allen Muchnick	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
	Funding and construction of the separate bicycle and pedestrian bridge across the Potomac should be included as an integral component of this project, to expand non-motorized transportation between Crystal City and the Southwest DC Waterfront.	
Amanda Yoder	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Amy Carlheim	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrea Pitman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrew Gregory	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Andrew Hamilton	Dear Long Bridge Project Team,	Support for project (not responded to)

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	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Andrew James Austin	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Angela Adams	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Angela Lynn	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Angela Ziama	I take the trains to DC every chance I get for meetings and classes We need to invest more in our rain service Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The	Support for project (not responded to)

Name	Comment	Response
Ann Harrod	preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Being able to leave the city to broad your perspective about different places and people is a good thing. The world is larger than my backyard. I enjoy seeing it while riding the train.	
Ann Pierce	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	We need to think ahead and not stand still with our heads in the sand. Rail/trains take a lot more people than roads ever could, and more safely.	
Anna Fischer	Population is growing in metropolitan DC area, and we need to construct more rail transportation.	Support for project (not responded to)
	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
	WE need greater passenger rail capacity from all parts of Virginia to and from Washington DC.	Support for project (not responded to)
	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	

Name	Comment	Response
	Yes, we need the Long Bridge expansion as soon as possible to add greater capacity and efficiency for our Virginia, Capital area, and Northeastern regional rail corridors! Thank you.	
Anne Ambler	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>My support for increasing rail capacity to the south is partly for my family's own use as well as for the traveling public. The region has a horrible congestion problem--which cannot be solved by building more highways. We need more rail!</p>	Support for project (not responded to)
Anupam Barua	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Arthur Banks	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We are regular Amtrak riders from the NRV to Florida. We must still travel by car between NRV and Williamsburg & Tidewater area due to very limited service. For this and the many reasons stated above we believe the Long Bridge should be a priority.</p>	Support for project (not responded to)
Ashley Paulus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Audrey Clement	<p>Yes, I support two bridges linking DC and VA.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Way to go Long Bridge Expansion!</p>	Support for project (not responded to)
Audrey Dannenberg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barbara Pitts	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barbara Rainville	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Barbara Wilkes	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The future of Virginia commerce and commuter travel is at stake.</p>	Support for project (not responded to)
Barry Moore	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Barry Swedlow	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Betty Dobbie	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bill Welch	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

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Binh Ly	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Blair Williamson	I am very excited about this project as a lifelong resident of Northern Virginia working in Washington, DC. The addition of new pedestrian and cycling connection will also greatly improve quality of life on both sides of the river.	Support for project (not responded to)
	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Bob Dale	Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Bob Maccallum	Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a	

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	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Implementing the recommendations of the Long Bridge Study will dramatically increase the speed and convenience of travel for both passengers and cargo, and for automobiles as well as trains. I urge your support.</p>	
Brendan Westfall	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Brett Young	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Also please make sure there is a pedestrian and room bicycling.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Brian McCarthy	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Brian Paulus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The more (tracks) the merrier.</p>	
Brook Sherman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bruce Pensyl	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Bryce Miller	<p>Please, just do it. Traffic will not get any less so lets be proactive and get ahead of this traffic snarl.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
C Lambert	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Carl Taylor	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Carla Lee	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Carla Vines	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Caroline Corum	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail travel is the most efficient means of moving commuters and is critical to managing workforce needs and mitigating traffic congestion. I strongly urge that adequate infrastructure be put in place to support these needs.</p>	Support for project (not responded to)
Caroline Polk	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Catherine Potter	<p>Rail service is critically important to reducing traffic in this highly congested region, particularly the I-95 corridor.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chad Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Charles Skelly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Charles Warren	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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	As an Amtrak rider this project will provide me with improved flexibility and save me valuable time during my travels to the District and the Northeast Corridor.	
Chris Cuzzo	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chris Henry	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Chris Lee	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>In addition to the needed increase in rail capacity and congestion, I support the bike & pedestrian bridge included in the plan. The pedestrian link is a vital addition for recreation, commuting, and emergency egress to & from DC.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Christina Ohlrogge	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

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	support and ask that the project move forward.	
	I hope this enhances the travel time to Washington from everywhere from the southeast and this is why I asked you to support this project.	
Christopher Forinash	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I also strongly support the ped/bike bridge that will provide a valuable new, low-stress connection between two of the fastest-growing areas in the region, and should be built concurrently with the new rail bridge.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Chun-Hung Chen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Claire Deane Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Cody Dedmon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Corinne Blackford	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Cory Wright	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Crystal Mario	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Cynthia Connolly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dan Murray	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
	194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Daniel Carey	<p>This will be a true 'Traffic calming' project.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Daniel Davis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Daniel Gibbs	<p>This Strong supporter of rail believes we need to move forward on Long Bridge to begin the process of strengthening rail in VA and taking pressure off the DC areas overstressed highways</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Daniel Klein	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
Daniel Kwasny	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I take the Roanoke to Dc Amtrak train quite a bit and it would be amazing if we could get a train that runs on the opposite schedule (day vs. night). My understanding is that without this bridge project, it will not happen. Please support it!</p>	Support for project (not responded to)
Darren Buck	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the pedestrian & bicycle bridge will provide a valuable new, low-stress connection between two of the fastest-growing neighborhoods in the region, and should be built concurrently with the new rail bridge.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
David Bloys	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please include the ped/bike element as a required mitigation, and construct the ped/bike part concurrent with the rail bridge.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge, and Section 3.8,</p>

Name	Comment	Response
David D Bigness Jr.	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Just do it!!!</p>	<p>Support for Bike-Pedestrian Crossing</p> <p>Support for project (not responded to)</p>
David Gardiner	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is a very important step to lower dangerous levels of carbon dioxide emissions and to curb climate change.</p>	<p>Support for project (not responded to)</p>
David Highfield	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I often take Amtrak from BWI Rail Station to Ashland and occasionally to Roanoke, Expanding rail service would be a plus!</p>	<p>Support for project (not responded to)</p>
David James	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	<p>Support for project (not responded to)</p>

Name	Comment	Response
	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a District of Columbia resident who sometimes travels to Frederick, Richmond, and Williamsburg and prefers to do so by train, I would greatly appreciate the increased service that would become possible with an expanded Long Bridge.</p>	
David Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Kaplan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is the right project to better connect Northern Virginia and DC with the rest of the east coast and to ensure we can operate the commuter and long distance passenger rail that is needed.</p>	Support for project (not responded to)
David Manka	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I regularly ride from Charlottesville to DC on the train. It's great, but the train is almost always overcrowded and often delayed. We need to meet the demand so that more people can ride the train, instead of sitting in traffic.</p>	Support for project (not responded to)

Name	Comment	Response
David Robinson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>It will also improve Amtrak service provided by the Carolinian (New York to Charlotte) and the other Amtrak trains serving North Carolina - Crescent, Palmetto, Silver Star and Silver Meteor.</p>	Support for project (not responded to)
David Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Samples	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
David Shriver	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, pedestrian use in the form of a walkway and bike lanes is essential. DO NOT dismiss their importance.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
Davin Peterson	<p>Finally, DO NOT value engineer out aesthetically pleasing designs. Lasting over 100 years, let's enjoy looking at it.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Deidre Henley	<p>We need this to add more VRE trains and reduce delays caused by congestion at Long Bridge</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Denelson Ross	<p>We really need this.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Derek Tolagian	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Diana Vincelli	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Diana Young-Paiva	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The increased capacity will benefit all east coast rail passengers, both north and south of the Potomac River by eliminating frequent delays. Improved on-time performance will boost ridership, which will be an environmental and social benefit.</p>	Support for project (not responded to)
Don Polaski	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I frequently take the train to DC from Ashland, where I teach at Randolph-Macon College. This project will make travel to DC from Ashland more reliable and, eventually, quicker. This will be a great thing for me and my students.</p>	Support for project (not responded to)
Don Stewart	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	support and ask that the project move forward.	
	From information provided by Virginians for High Speed Rail it appears that Virginia anticipates that all extensions of NE Direct Trains will serve their Commonwealth only and none to the benefit of North Carolina and other states below them.	
Donald Bennett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We MUST invest in alternatives to the car for the commuting and long distance travel.</p> <p>Equipment is old. Infrastructure is crumbling. Only 2-tracks at Long Bridge currently create bottleneck plus no room for more rail traffic.</p>	Support for project (not responded to)
Donald Dinse	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Donald Nuss	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Our roads are clogged by traffic jams causing huge losses in increased gas consumption, wear and tear of the</p>	Support for project (not responded to)

Name	Comment	Response
	automobiles and loss of manpower. By building the Long Bridge we can ameliorate the situation to a considerable degree.	
Donald Zimmer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>It has long been my view that the single bridge at present is a national security vulnerability. An accident disabling the bridge itself or the approaches to the bridge would not only affect passenger rail service, but all regional rail service.</p>	Support for project (not responded to)
Dorothy Farrell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dudley Vest	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Dustin Wallace	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Ed Lawhorn	<p>Make this happen!</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Charlottesville, Lynchburg, and Roanoke have overwhelmingly supported establishment of passenger service. In the New River Valley, we will do the same, as our surveys have shown. I support Long Bridge expansion.</p>	Support for project (not responded to)
Edward Lilly	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Edward Turko	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Edwin Locklin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Elizabeth Comer	<p>I am always in favor of anything that will be to the benefit of Mother Earth. I want a place where my grandchildren can not just survive but thrive. I believe more projects like this one should occupy our Washington dockets.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Florek	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Hess	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The current interstates in Virginia are overwhelmed and dangerous. My family and I travel significantly on I-81 and I-95, and I repeatedly look for alternate transportation options instead of driving. Please support this project!</p> <p>Thank you, Liz Hess</p>	Support for project (not responded to)
Elizabeth Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Elizabeth Scott	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elizabeth Stewart	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ellen Boden	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Elliott Harrigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I recommend this bridge ultimately be dedicated for passenger rail solely and the old bridge be for freight</p> <p>Kind regards</p>	Support for project (not responded to)

Name	Comment	Response
Emily Dooley	<p>elliott Harrigan</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Eric Myra	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Eric Pugh	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Erin Rogers	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I have been watching the deteriorating state of the Long Bridge from the Metro for decades. Also as I regularly ride Amtrak to Williamsburg I know what a bottleneck this crossing is. It long pass time for a 2nd rail crossing, walking & bike lanes.</p>	Support for project (not responded to)

Name	Comment	Response
Ernest Thomas Greene	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ernie Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ethan Abruzzo	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ethan Bowen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the pedestrian & bicycle bridge will provide a valuable new, low-stress connection between two of the fastest-growing neighborhoods in the region, and should be built concurrently with the new rail bridge.</p> <p>Thank you!</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

Name	Comment	Response
Eugenia Burkes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's get more cars off the roads and more passengers on the trains! I support Long Bridge DEIS expansion.</p>	Support for project (not responded to)
Evelina Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ezekiel Brody	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Felicia Woodruff	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Again, I strongly support the Long Bridge DEIS expansion project preferred, less costly alternative.</p> <p>Thank you.</p>	Support for project (not responded to)

Name	Comment	Response
Felipe Nascimento	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need much more investment in our train infrastructure and this is a step in the right direction!</p>	Support for project (not responded to)
Flora Valdes-Dapena	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Frances Hooper	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Garrett Hennigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, I want to call out how important the trail bridge is to the success of this project. I strongly believe it must be completed in tandem, if not before the rail bridge to bring the benefits of new access to the communities it connects.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge</p>

Name	Comment	Response
Gary Harkrader	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The NRV term must be Radford. Radford university students must have direct access to Amtrak-not busing to Christiansburg! Huge Rail yard in Radford!</p>	Support for project (not responded to)
Gary Riggins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gavin Baker	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, I ask that the project include the bike-pedestrian crossing Preferred Option to mitigate impacts on parks and recreation by improving access to existing parks and providing iconic new views of the monuments and District of Columbia.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
George Payne	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	support and ask that the project move forward.	
	Increasing capacity on this important freight and passenger route from the Northeast to the South is vital to improving gridlock on I-95 and I-81 by freeing up capacity due to diversion of truck-freight to rails. I whole heartedly support this.	
Gerald Stokes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gopal Chaudhary	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gregory Cobban	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Gregory Otten	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Grover McDonald	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Hank Pohl	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Hank Zimmerman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>It is my hope that long range transportation planning will include a bigger share of rail-based options. I do not believe that highway funding and development will ever keep up with the the amount of traffic that results from motor vehicles.</p>	Support for project (not responded to)
Harvey Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Herb Furse	<p>These additional trains & commuter trains will decrease 689 million passenger miles off roads, eliminate the need to burn 20.2 million gallons of gas, and prevent 180 metric tons of greenhouse emissions.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I think that this is an important step we should take</p>	Support for project (not responded to)
Herb Treger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
horea popa	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Howard Miller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ignacio Pessoa	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

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	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Innard Mulcasey	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Ira Birnbaum	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Jack Berry	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Jack Tuttle	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)

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James Frierson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As one of the millions of Americans who travel the I-95/I-395/I-495 corridors to visit family in Laurel, MD or attend conferences, meetings, etc in the DC area, I am in favor of proposals that will result in reduced numbers of vehicles on these roads</p>	Support for project (not responded to)
James Irwin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Lancaster	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I've read the material and agree with the conclusion that this is the best solution for addressing the bottleneck created by the current configuration.</p>	Support for project (not responded to)
James McLaughlin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	support and ask that the project move forward.	
James Miller	<p>It will more expensive the longer we wait. Let's get started now.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Miller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I travel through Virginia only a few times a year since my mother died in 2013, but I used to go weekly on WAS-ASD routes. It would be great to see more service - especially if VRE can make deals with NC, maybe even TN to get Knoxville-DC service</p>	Support for project (not responded to)
James Prokop	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
James Schuyler	<p>The VRE is a great service and keeps many cars off the road.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
James Shelton	194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
James Suh	I would like to see more rail access over the Potomac so that my family from Richmond can visit my sister in New York, who takes the train instead of driving. This would also allow her to come south and visit us at lower cost with more options.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
James Wamsley	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
Janak Patel	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	

Name	Comment	Response
Jane Green	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the pedestrian and cyclist bridge should be built concurrently. This will create a safe and convenient connection point between the two fastest growing neighborhoods in the region.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike-Pedestrian Bridge Concurrently with the Railroad Bridge</p>
Jason Fisher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>More rail public transport options are important for Virginia to do its part to reduce our contributions to global climate change. Additionally, more passengers on trains means fewer cars jamming up our already clogged roadways. Great for Virginia!</p>	<p>Support for project (not responded to)</p>
Jason Kirby	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	<p>Support for project (not responded to)</p>
Jason Williams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	<p>Support for project (not responded to)</p>

Name	Comment	Response
Jay Colavita	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jay Markiewicz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Would like for us to take a new step to reduce the I95 traffic headaches please. This will further open up RVA to DC transit, increasing the overall economic ecosystem.</p>	Support for project (not responded to)
Jeanne Comeau	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jeff Yutzler	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Jeffrey Harvey	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am a wheelchair user and rail transport is important for me and other disabled people. Capacity expansion leads to more opportunity to travel safely and with less impact on the environment.</p>	Support for project (not responded to)
Jeffrey Karrenbauer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jeffrey Parnes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The Long Bridge DEIS expansion project is needed to allow increased rail access to our core, as well as allowing MARC and VRE to serve across the river, allowing commuters a one ride trip</p>	Support for project (not responded to)
Jeremiah Strunk	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Jeremy Hoffman	<p>This is just a small step in the right direction, but a necessary one.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Offering expanded access to alternative forms of transportation like rail service will greatly offset long-term emissions of climate-changing heat-trapping gases as well. Please advance with this project!</p>	Support for project (not responded to)
Jerry Rij	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Add a personalized message. Please consider this initiative carefully. It is greatly needed.</p>	Support for project (not responded to)
Jesus Camacho	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Jim Bayley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	support and ask that the project move forward.	
	Completion of this project is essential if Hampton Roads is to ever have more than token rail passenger service to Washington, Philadelphia, and New York. We would truly become a part of the vibrant economy of the Northeast Corridor.	
Jim Edwards-Hewitt	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a resident and rail passenger in Northern Virginia, I believe this choice would be best for my quality of life, the transportation system, and the environment.</p>	Support for project (not responded to)
Joan Jackson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Joe McAndrew	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Joe Shearin	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
John Beall	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I hope that this project gets funded and built in the next 5 years so that I might use it. I am nearly 80 and travel to the D.C. area by train several times a year.</p>	Support for project (not responded to)
John Craddock	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Craddock	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John D White II	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	The Long Bridge expansion project should be implemented as soon as feasible. Delay will only serve to increase cost, exacerbate transportation bottlenecks, and prevent innovation and growth.	
John David Conmy	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Davis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I take trains 86/85 to and from Philadelphia each week and sit in Alexandria or WAS Terminal due to this congestion most weeks. Please allow this project to happen soon. I like most Virginians am exhausted from I-95. Thank you for your consideration</p>	Support for project (not responded to)
John Fay	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am all in favor of the Long Bridge project. It would make my trips to Richmond a great deal easier.</p>	Support for project (not responded to)
John Jesaitis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a regular traveller on Amtrak, reliability must significantly improve to make train transportation a viable alternative to automobiles and alleviate vehicle congestion along I-95. Please support this project.</p>	
John Mason	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Moutoux	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
John Siddall	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is a critical step in relieving congestion on I-95 as well as the most environmentally sensitive alternative to move people in and out of the Nation's Capital.</p>	Support for project (not responded to)
John Trainer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

Name	Comment	Response
	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Over time, more tracks should be added to make sure that capacity is not choked at this critical point. But the most important thing for now is getting the new bridge built.</p>	
Joseph Berman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please get this project approved and completed. Interstates 395, 95, and 495 are becoming a nightmare and driving away good paying jobs and the Express Lanes installed are nothing more than a cash cow and not everyone can travel on them due to costs.</p>	Support for project (not responded to)
Joseph Conway	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Additionally, the bike/pedestrian bridge will provide an invaluable new, easy connection between two of the fastest-growing communities in the area. It should be built at the same time as the new rail bridge.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.7, Constructing Bike- Pedestrian Bridge Concurrently with the Railroad Bridge</p>
Joseph Trask	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Joshua McCrea	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kate Wofford	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Katherine Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a citizen of US and a resident of Central Virginia who appreciates and uses rail travel to Washington DC, I asked for the building of this bridge as a practical safety solution to support improving Commonwealth of Virginia passenger rail network.</p>	Support for project (not responded to)
Katherine Wilkins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kathleen Quellan	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
Kay Hume	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
Keith Shovlin	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	A large group of supporters are so interested in the future of passenger rail in Virginia all the way to Tennessee in Bristol and this is the first step toward this goal!	
	Dear Long Bridge Project Team,	
Kelly Craighead	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	I ride the VRE everyday and frequently am dismayed by the slowdowns caused by sharing tracks. Any movement to increased performance of the commuter train system would be welcome.	
	Dear Long Bridge Project Team,	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
	We support all rail expansion for VA and the Eastern Corridor	

Name	Comment	Response
Ken Anderson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This is the most important rail project for Virginia.</p>	Support for project (not responded to)
Ken Gill	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ken Notis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I also strongly support the bike ped bridge. It will add bike commuting capacity, will provide vistas for walkers, and will not only provide direct access between the MVT and Hains Point, but will relieve congestion on the 14th street bridge sidepath</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Kenneth May	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Kenneth Wynne	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>An important project facilitating Richmond--> DC and other routes.</p>	Support for project (not responded to)
Kim Duncan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Kriston Rehberg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Show us that you truly care about efficient, clean, and reliable transportation.</p>	Support for project (not responded to)
Laney McMath	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Laura Naab	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

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	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Having taken Amtrak cross-country this summer, I wholeheartedly support this effort to expand the productive rail corridors within Virginia.</p>	
Laura Pilati	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lea Hansen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Passenger rail that is on time and readily available is necessary for economic stability in our society. Our transportation infrastructure has been neglected for far too long, please approve this proposal.</p>	Support for project (not responded to)
Lee Williams	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lenna Ojure	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

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	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Leonardo Sarli	We use the train frequently and find it more comfortable than driving or flying. Please increase rail options. Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Leshia Johnson	Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
	Hopefully the VRE will function like the MARC train with lower fares, more schedules and later hours. If it remains high, it will not increase ridership.	
Leslie Calambro	Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Leslie Cintron	Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will	

Name	Comment	Response
Litt Thompson	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Richmond to Washington DC is America's #1 most congested corridor. Please help make this happen!</p>	Support for project (not responded to)
Liz McCauley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lloyd Brown	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Lloyd Bryant	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	I often prefer Amtrak from Richmond Staples Mill to Alexandria when visiting friends in Northern Va. The return trip is often delayed due to something going wrong between DC and Alexandria. I support the described plan for improvements.	
Lou Ferraro	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This expansion of capacity will improve the reliability of our trains, reduce travel times, and allow for the increase of passenger rail service.</p>	Support for project (not responded to)
Lowell Smith	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Margaret Feierabend	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We are working hard for rail in Bristol TN/VA. A recent economic study shows positive effects of passenger rail coming to Bristol VA. The study was very conservative and did not look at the Tennessee effects which we know are significant. Thanks!</p>	Support for project (not responded to)
Margaret Ross	Dear Long Bridge Project Team,	Support for project (not responded to)

Name	Comment	Response
Margaret Smith	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Marise Reynolds	We need more transportation options in Virginia!! Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Mark Adams	Traffic in Northern Virginia is at an all time high. If this bridge will allow more people to take the train and remove cars from the I 95 corridor, then it is imperative that it be built. Dear Long Bridge Project Team,	Support for project (not responded to)
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. As a commuter from Spotsylvania County to Washington, D.C., I firmly believe this will improve my quality of life	

Name	Comment	Response
	and of my neighbors, lessen the congestion on I-95, and reap economic rewards for all regions in the great DC Metro Area.	
Mark Ferguson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Olson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Perreault	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I also ask that CSX be required to paint and preserve the existing Long Bridge, in the interest of aesthetics in center of our nation's capital.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 2.3, Mitigation Suggestion</p>
Mark Pimble	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Mark Rios	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Taylor	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mark Trapnell	<p>Please fund this most important project, we need more train frequency!</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail travel will get more and more important.</p>	Support for project (not responded to)
Martin Wheeler	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
Marty Calon	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Mary Ann Amstutz	I and my wife currently live in Baltimore but will relocate to Fredericksburg in future, buying a residence there now. Given the always unpleasant drive to and from Fredericksburg, we use the rail options as much as we can. We need more VRE service.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
Mary crowder	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
	Dear Long Bridge Project Team,	
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Mary Dolan	Looking forward to its completion!!	Support for project (not responded to)
	Dear Long Bridge Project Team,	

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	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Urgently needed!</p>	
Mary Gallagher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a former Virginia resident and soon to be retiree back again this bridge expansion would make it favorable for me to live in these areas where new and additional commuter trains would certainly help reduce auto traffic & pollution.</p>	Support for project (not responded to)
Mary Grice	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mary Levy	<p>I have been commuting for almost 20 years via train, and look forward to improvements. Thank you.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Maryann Long	<p>YES!! I travel to the Richmond area frequently. I-95 is a traffic nightmare, and I prefer the train in any event. Like everyone else in this area, I also need cleaner air. The more trains the better.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>From Charlottesville there is 1 reliable Amtrak service in each direction/day. Using it means you can't make a morning meeting in DC & only have 4 hours in DC before you have to get to Union Sta for the return journey. We need more service here!</p>	Support for project (not responded to)
Matthew Dedes	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a longtime Amtrak rider any project that increases capacity and service in Virginia is worthy of support! Investing in rail pays great dividends including reducing traffic congestion on our roads. Thanks for your consideration!</p>	Support for project (not responded to)
Matthew Fuchs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am a frequent rider from Richmond to DC for business and the current congestion around DC has become</p>	Support for project (not responded to)

Name	Comment	Response
Matthew Gillikin	<p>untenable. This summer there was not a single trip back and forth between RVR and DC that was not delayed in some way. Please build the bridge.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Matthew Keitelman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Matthew Lynch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I know many share my support of the Recommendation, and had shared my anticipation of progress these last few years. What a long Summer!</p> <p>Ridership continues at its sad, skeletal rate, and I continue in anticipation for our robust future system.</p>	Support for project (not responded to)
Maureen O'Keefe	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Mayra ONeill	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Melanie Scott	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Brownell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Cialdella	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Kelly	<p>and should demolish the old as eventually it will need to come down</p> <p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

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	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Let's get the trains moving!!!</p>	
Michael Kernbach	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Moynihan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Michael Resnick	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Rail service is far mor safer than our roadways. We must look into all options to make travel and transit in Virginia and DC as safe as possible. This study provides viable options.</p>	Support for project (not responded to)
Michael Shushan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Michael Webb	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mike Mueller	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Milford Sprecher	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Mitchell Teixeira	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Thank you for your consideration of this input - time is of the essence, please proceed expeditiously.</p>	Support for project (not responded to)

Name	Comment	Response
Morris Mitchell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Nancy Finch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>For 19 year I have been involved with and supporting high speed rail, Long Bridge has been on the table, under discussion. We have waited far too long. The situation is critical. Relief must be provided via Long Bridge. No more waiting!!!</p>	Support for project (not responded to)
Nancy Jarvie	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I SUPPORT ALL EXPANSION OF TRAINS. It is important to have other means of travel to help our roads not remain parking lots. This bridge looks good to me!</p>	Support for project (not responded to)
Nancy Tatterson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

Name	Comment	Response
	<p>support and ask that the project move forward.</p> <p>I would like to see more trains added to the Norfolk corridor of Amtrak. We need this to manage the traffic through the tunnels in the Hampton Roads Area and on I64 and I95. Norfolk has one train that leaves at 6 AM and returns at 9:30 PM from DC.</p>	
Navarre Bartz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Better access to DC would be a boon for those of us in Charlottesville and other areas of VA that only have to visit occasionally. Avoiding having to drive up would be so much nicer than fighting the traffic.</p>	Support for project (not responded to)
Ned Krack	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Nicholas Lynn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I have taken the trains to work as an airline pilot 16 years . We need more service to DC for our workforce</p>	Support for project (not responded to)
Nicole Diederich	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am from Richmond, VA and frequently travel there from Northern VA to visit family. I can't imagine how many hours I have spent on I-95 for just a short distance. I don't see how this can be sustained. I fully support the entire DC2RVA train project</p>	
Nicole Prysby	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Norma Bergey	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>There are currently on 2 tones a day that Amtrack runs from Newport News. We need more Rail systems and less roads for cars.</p>	Support for project (not responded to)
Olen Dorney	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Paige Wheeler	<p>I used VRE for many years when I first moved to DC and worked in Crystal City. We must invest in rail! We cannot depend on the car or even the buses for commuting. One accident on 95 or the HOV and the entire commute for the day is effected.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Patrick Courtemanch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Patrick Doyle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a frequent traveler from metro Richmond to Washington, DC and the Northeast with a non-car owning millennial in the family, improving rail transportation in the region is very important to me. I-95 isn't going to meet travel needs here.</p>	Support for project (not responded to)
Patrick Strom	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Paul Arbuckle	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Kaplowitz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Logan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Paul Phillips	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I now live in Washigton State but lived in the Commonwealth of Virginia for fifteen years and appreciated and used the fine passenger train service in Virginia.n</p>	Support for project (not responded to)

Name	Comment	Response
Paul Prose	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I live in Culpeper and the bridge would mean one less person on the road driving to DC. Please support this project.</p>	Support for project (not responded to)
Paul Reynolds	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter Henry	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter Horton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Peter McCabe	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Philip Brown	<p>Rail improvements in the future will have a big impact on whether I remain in this region long term.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Philip Pendleton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Philip Post	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Phillip Ross	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Preethi Vanjani	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I support Long Bridge (across the Potomac River)</p>	Support for project (not responded to)
Quinn Mulholland	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
R Uschner	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>WE REALLY NEED THE BRIDGE AND A SECOND RAILSPUR TO ENABLE AMTRAK TO HELP WITH OUR CLIMATE CHANGE GOALS!!!</p>	Support for project (not responded to)
Ralph Grove	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Ramji Venkatachari	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Randall Perkins	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I live on the VirginiaTennessee line, and I'd love to have passenger rail service to the northeast corridor, as I travel to that area weekly.</p>	Support for project (not responded to)
Randall Wood	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Ravi Ravindran	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Rees Shearer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will</p>	Support for project (not responded to)

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	<p>double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am happy that the DEIS came to a sound conclusion and recommends constructing the project. It will be money very well spent to end a severe rail bottleneck.</p>	
Renee Olander	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As the leader of a regional business leaders' task force focused on sea-level rise, climate change, and resiliency preparedness, I advocate for this project to reduce carbon emissions and improve our Earth. Thank you!</p>	Support for project (not responded to)
Richard Belflower	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>America is long overdue for affordable high speed rail. I lived for 12 years in Germany with excellent transportation. It is shameful that America has not invested in providing better transportation for its citizens. It can and does work.</p>	Support for project (not responded to)
Richard Downer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Richard English	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need this badly to get cars off the road</p>	Support for project (not responded to)
Richard Thomsen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>The improved commuter/passenger access to DC from VA and vice versa (think Crystal City/Amazon) and the reduction of vehicular congestion make this proposed expansion project eminently sensible.</p>	Support for project (not responded to)
Richard Walter	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Richard Whiffen	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my</p>	Support for project (not responded to)

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	support and ask that the project move forward.	
	I take commuter rail and amtrak weekly and have experienced the congestion on this bridge first hand. Increasing the throughput would have dramatic impacts to the region.	
Rick Holt	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Bryan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Bryant	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
	fluidize travel between New England and Florida and benefiting all between.	
Robert Downer	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Robert Gronenberg	<p>This is a profitable route, and ridership will increase with this investment.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Lucas	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert M and Carol G Reed	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert McGinnis	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Menzies	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

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Robert Miller	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Oscar	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Raines	<p>It is the right thing to do and a bargain in the long run.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Robert Ward	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Rod Rogge	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need MORE RAIL transportation and FEWER HIGHWAYS and FEWER CARS ON THE ROADS. European and Asian countries have high speed rail, why not us ? The Eisenhower highway system was one of the worst ideas ever.</p>	Support for project (not responded to)
Roger Schickedantz	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This looks like a promising solution to improve rail service and better connect the south with the northeast corridor, the most profitable of all Amtrak routes. I fully support this initiative.</p>	Support for project (not responded to)
Roger Voisinet	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Thank you. We need to support rail traffic as most civilized countries do.</p>	Support for project (not responded to)
Ron Dunn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The</p>	Support for project (not responded to)

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Ron Kosmahl	<p>preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increas</p>	Support for project (not responded to)
Ronald Glaus	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Roy Wullich	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
S. Graves	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Sally Hill Cooper	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This transportation improvement project is critical for the immediate area and beyond!</p>	Support for project (not responded to)
Sam Seeley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I take the train every now and then to DC from Richmond. I would be inclined to use it more if there were more trains as the traffic on I95 is horrible. Many others in Richmond - both business and pleasure travelers - would do the same. Thank you.</p>	Support for project (not responded to)
Sandi Granger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Scott Anderegg	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
Scott Burger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We need this for Richmond, VA residents and tourists.</p>	Support for project (not responded to)
Scott Huch	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I have owned a home and voted in Plaza Precinct, Mason District of Fairfax County since 1997. Your position on this matter will influence my vote in the upcoming elections.</p>	Support for project (not responded to)
Sean Maiwald	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I support this expansion project, but this project should look at the bigger picture of transit and mobility. For example, the Long Bridge should also have electrification for the trains built in, as well as pedestrian and bike trails as a minimum.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Sean Tubbs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

Name	Comment	Response
	<p>194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Investing in increased passenger rail service is an investment in Virginia's future. It will connect our many communities, allowing for people to travel widely for work, pleasure, family and more.</p>	
Shari Barck	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Sheryl Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Sheryl Johnson	<p>We need more passenger rail service to combat traffic congestion as well as climate change.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>And please support more public transit funding generally. We are not going to solve our traffic congestion problem by simply building more roads.</p>	Support for project (not responded to)
Sneha Swaminath	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Sommer Gentry	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Stefka Ignatov	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Stephanie Eckman	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Stephanie Eckman	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to) See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	<p>The preferred alternative will also make it easier for residents of South Arlington to get into DC.</p> <p>The ped/bike bridge will provide a valuable new, low-stress connection between two of the fastest-growing areas in the region.</p>	
Steve Strauss	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As the primary passenger and freight rail connection between the Northeast and the Southeast U.S. it is critically important to invest in this capacity and redundancy upgrade. Advancing the project will allow for needed increases in VRE, too.</p>	Support for project (not responded to)
Steve Wardell	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Steven Johnson	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I ride Amtrak whenever my schedule allows and am highly supportive of infrastructure investments that can increase rail service for our area.</p>	Support for project (not responded to)
Susan Miller	<p>Dear Long Bridge Project Team,</p>	Support for project (not responded to)

Name	Comment	Response
	<p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Improving public transportation by rail especially for frequent routes is an important part of decreasing our carbon footprint.</p>	
Susan Motley	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I work for a large national association based in DC. I telecommute and take Amtrak to DC for meetings several times a month. Because I have this transportation option, I can live in the Richmond region I prefer - good for economic development.</p>	Support for project (not responded to)
Susan Partyke	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Susan Young	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
	My husband and I always take Amtrak when we travel north in order to stay away from I-95 so we can relax while traveling. This new railroad bridge from VA into DC will help a great deal to allow more trains to replace cars. Thanks for your support!	
Suzanne Brooks	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>This sounds like it would help me to see my children and grandchildren in Charlotte,NC. Please support this with a stop close to Gainesville, VA. As soon as possible. Thanks so much for all you do.</p>	Support for project (not responded to)
Suzanne Michels	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Suzanne Young	<p>I have used Amtrak all my adult life, and live in VA. Please add these lines!</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>I am also in support of the much-needed bicycle and pedestrian accommodations to mitigate for impacts to Section 4(f) resources.</p>	<p>Support for project (not responded to)</p> <p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Tarik Robinson	Dear Long Bridge Project Team,	Support for project (not responded to)

Name	Comment	Response
	I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Terrell Harrigan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Terri Dicintio	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Theron White	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Thomas B Minetree Jr	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

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Thomas Britton	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>WE NEED MORE AND BETTER BRIDGES AND PUBLIC TRANSIT SOLUTIONS TO MOVE PEOPLE AND PRESERVE AIR QUALITY.</p>	Support for project (not responded to)
Thomas Goad	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Thomas Tingle	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
TJ McMahon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>As a former long-time resident (35 years) of both VA and DC, and a frequent Amtrak rider, anything that can be done to improve rail service within VA and to and through DC is to be applauded and supported.</p>	Support for project (not responded to)

Name	Comment	Response
Todd Bassett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Tom Hoffman	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Tommy Birchett	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Trent Sargent	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Tripp Owens	<p>Adding the ability for VRE to run in both directions is essential for the growth of this region</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a</p>	Support for project (not responded to)

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	194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	
Tyvon Bates	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Valerie Stephens	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward. Please help support increased passenger rail service in Virginia, which is so important and will help all citizens and businesses in Virginia. Thank you.	Support for project (not responded to)
Venugopal Gopalan	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)
Victor Bright	Dear Long Bridge Project Team, I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.	Support for project (not responded to)

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Virginia Cowles	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>A Long Bridge expansion would cost one third what adding one more lane to I-95 would cost, according to the Virginia Secretary of Transportation. It is deplorable not to have a second bridge in case something happens to the present ancient bridge.</p>	Support for project (not responded to)
Vivian Bakal	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>We must modernize and expand our transportation infrastructure to meet the needs of this region.</p>	Support for project (not responded to)
Warren Nooger	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Warren Vaughn	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)

Name	Comment	Response
William Dunn	<p>We are so far behind on fixing our infrastructure that I hope this project moves along quickly.</p> <p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
William Griggs	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
William Habeeb	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
William Novak	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Long Bridge is an absolutely vital piece of infrastructure on the East Coast that, with the planned added capacity on the CSX rail between Richmond and DC, will soon become a major choke point without the proposed upgrades.</p>	Support for project (not responded to)

Name	Comment	Response
Wyatt Gordon	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Please make sure there is a pedestrian and bike bridge as part of the project to connect the trails on either sides of the river!</p>	Support for project (not responded to)
Wylie Bunker	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p> <p>Anything that will correct this bottleneck and allow for better passenger and freight rail traffic is a welcome plan. I sincerely hope that the plan is adopted, quickly, and construction begun.</p>	Support for project (not responded to)
Xingwu Yuan	<p>Dear Long Bridge Project Team,</p> <p>I am writing to support the Long Bridge DEIS expansion project preferred alternative. The preferred alternative will double capacity over the bridge which will allow for an 83 percent increase in intercity passenger rail service, a 194 percent increase in commuter rail service, as well as improved reliability over the Potomac River. The preferred alternative will also be cheaper, and will be completed sooner than the other alternative. I voice my support and ask that the project move forward.</p>	Support for project (not responded to)
Washington Area Bicyclist Association Form Letter		
Aaron Chilbert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Aaron Parrott	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Aaron Zelin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Adam Jachimowicz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alan Cohen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Alexander DiCaprio	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alison Sigethy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amanda Van Epps	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As a resident of Southwest DC who crosses the Potomac by bike every single work day, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing must remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by reducing air pollution, helping the District, Arlington County, and the City of Alexandria all achieve their climate change goals, improving personal mobility and transportation options, increasing the connectivity of the active transportation network, improving public health, and advancing the District's transportation equity goals.</p> <p>Please support the bike-pedestrian crossing for the health of both District residents and our planet.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amanda Worsley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Amber Gove	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amy Dalebout	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Amy Rodgers	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ana Karimi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Anders Pedersen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Boland	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Francis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Grinberg	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Horowitz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Andrew McIlroy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Paulson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Siegel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Andrew Venaglia	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Angelo Ioffreda	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. (I would like to see separate designated lanes for bikes and for pedestrians for safety reasons.)</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anna Purinton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anne Larsen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anne McCracken	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Annie Ebbers	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Anthony Delorenzo	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Antoinette Smith	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Austin Naughton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. Just yesterday, I biked from Downtown DC to DCA to meet an incoming visiting.</p> <p>Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner. Ideally, the route will have clearly-designated options for biking vs. walking/jogging.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Ben Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ben Kairn	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ben Spector	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I very strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bernadette Maurer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bethany Durman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Betsy Biffl	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>I bike and run from Alexandria to DC for my work commute as well as for exercise. The few existing bike/ped crossings are heavily used and as Crystal City grows, this bridge will allow for increased transportation alternatives between DC and VA while advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bill Gallagher	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>This is a critical link and will help the long term connections for people. There's plenty of connections for cars. It's time we start serving people.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bill Money	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Bob Trencheny	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brent Huggins	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>I want to live in a community where I can get everyone by walking, biking, and transit - easily, quickly, and efficiently. I believe this project will help. I was recently traveling in European, and I was elated that I could take shared bikes, then trans that came every 5 minutes across the city. I believe that if we work together, the DC area can eventually get there, too.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Dosi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Goggin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I am a Ward 2 resident who strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge project. The bike-pedestrian crossing is a critical measure for allowing for a congestion and air pollution-free commute between Crystal City and DC as both Arlington and DC continue to grow.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Brian McBeath	<p>I congratulate you on your measures to make DC a more transit-friendly, walkable, and bikeable city, but I encourage you to keep going! Please consider this bike-pedestrian bridge project as another critical step.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brian Wright	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Brooke Alexander	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Bruce Dwyer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Caren Roushkolb	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>The benefits (including increasing access to parks and connectivity of the active transportation network) greatly outweigh the few negligible to minor adverse impacts outlined in the project's executive summary.</p> <p>As a resident, property owner, and bike commuter in Alexandria, I'm very excited about the prospect of additional options for connecting the three jurisdictions that will be impacted. It will be easier to access the growing southwest waterfront and sports stadiums, which I regularly bike to now. These areas are frequently congested with cars.</p> <p>I look forward to your support for the bike-pedestrian crossing on Long Bridge.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Carl Landwehr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Carlos Goldie	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Casey Kane	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>This is a once in possibly lifetime opportunity to ensure a safe connection from Washington to Virginia. We should not let this opportunity pass.</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Catherine Creese	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Catherine Frum	<p>Maybe we can get some Virginians to bike instead of bringing their cars!</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Charlie Cray	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Chip Taylor	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christian Phelan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christina Goodwin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christopher Anderson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>Please maintain the bike-pedestrian crossing mitigation measure for the Long Bridge Project. This stands to cut my bicycle commute time to L'Enfant Plaza by 1/3.</p> <p>It will also have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Christopher Flow	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Christopher Hackman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Colin Alford	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Colleen Leyrer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Craig Leiding	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Crystel Sylvester	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cyn S	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cynthia Albert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian on the Long Bridge project. The current crossing, on 14th St bridge, can be crowded and it is less-than-ideal. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Cyrus Chimento	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Dan Foster	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dan Griel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Daniel Sheldon	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Darren Buck	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 2.8, Noise and Vibration Impacts to the Mount Vernon Trail, and Section 3.8,

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	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Additionally, there is a negative impact to trail users on the existing Mt Vernon Trail from the new rail bridge that is not identified in the Draft EIS, and would be appropriately mitigated by a new bike/ped crossing of the Potomac River. The current heavy rail traffic travelling over the trail is noisy and uncomfortable for trail users, and in the full build condition, many more heavy trains will be travelling over thousands of trail users per day. The noise and vibrations from a heavy freight train travelling no more than 20' overhead are overwhelming, and this impact will be multiplied. Building a new bridge, that provides many trail users with the option to bypass crossing under the rail bridge complex in order to travel to DC is an appropriate and necessary mitigation of impacts.</p>	Support for Bike-Pedestrian Crossing
David Cooling	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Cooling	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Cooper	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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David Cranor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Gabel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>Pedestrian bridges improve the quality of life of the people in the area, and promotes business development. Pedestrian and bike lane are what has to happen in a sustainable future as we rely less on gas powered vehicles. Thinking ahead is what we need. What will this area look like 100 years from now. Laying the groundwork for a sustainable future is essential and of the utmost importance.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Goodman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Kaplan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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David Pensky	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Roodman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Stewart	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
David Zehr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Dean Kern	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Del Robertson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Delbert Jones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dena Rapoport	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Denise Nelson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Donald White	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Fagen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Trapp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Doug Whall	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Douglas Barker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Douglas Murray	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Dustin Whitlow	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ed Comer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Ed Dunne	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ed Walker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Edward Moser	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Edward Prados	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Edward Russell	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eileen Boettcher	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Farry	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Herron	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Elizabeth Peralta-Reed	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elizabeth Robson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ellen Steury	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Elliot Seibert	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eloise Clarke	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Emily Boydston	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Emily Freeland	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Gramatges	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>Before getting into the boiler plate below, being able to move bicycles from the 14th bridge will increase safety as the pedestrian portion is narrow enough before adding the new scooters to the traffic mix. Also, it's a great opportunity to move non-vehicular traffic away from that portion of the bridge in the event that widening for cars becomes a consideration to help with the backup to get onto the GW parkway. Now continuing to boiler plate:</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Eric Nepomuceno	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Eric Wuestewald	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Erin Gleeson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ernest Rodriguez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>Mid-Atlantic Off-Road Enthusiast (MORE) strongly supports the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>This project will unite communities through transportation and recreation. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	goals of DC, Arlington County, and the City of Alexandria. This project will support MORE's mission of creating welcoming and inclusive communities.	
Ezra Casteel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This is a once in a generation opportunity to improve access for DC residents and will reinforce your agenda of a Vision Zero.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ezra Deutsch-Feldman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>Hello - I would like to echo the efforts of WABA (the Washington Area Bicyclist's Association) and let you know that I support a great bike and pedestrian connection as part of the plans to build a new Long Bridge. WABA's comments are copied below. Thank you!</p> <p>Ezra</p> <p>-----</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Felix Mitchell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Flynn Mahoney	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frances Kormann	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frank Kormann	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Frank Mikolajczak	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Fred Rednor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Freya Goetz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Fulton Armstrong	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>The bike-pedestrian part of the Long Branch Bridge project will be important today -- and a wonderful LEGACY to local governments' efforts to improve and increase cycling.</p> <p>I strongly support it. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gabby Pfeifer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Gary Stoiber	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Geoff Patterson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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Geoffery Seaver	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
George Larson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Gerhard Menckhoff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gilbert Watson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gorgi Popstefano	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Gorgi Popstefano	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Graham Lampa	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As an avid cyclist in the DC metro area, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Grant Klein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Guillermo Galdamez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>Even though I am a DC resident, I commute each day to Northern Virginia for work. I look forward to the day when I feel safe biking between my home and my office. I believe the bike and pedestrian crossing will have beneficial effects by improving personal mobility, increasing the connectivity of the active transportation network, increasing access to parks and open spaces, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Hannah Anderson-Dana	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Harriet Morgan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As a bike rider living within a mile of Crystal City, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Henry Dunbar	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>This is a once-in-a-century opportunity. Let's please not miss it. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Holly Seeloff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Holly Surbaugh	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As an Arlington resident who bikes to or through Crystal City just about every weekend, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Howard Marks	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of the District.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ingrid Seggerman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
J. Swiderski	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>There are few existing connections between DC and Virginia, and all require walking or riding on a narrow path directly next to motor-vehicle traffic, often at high speed, which makes getting across the river on foot or by bike or scooter unpleasant at best, and often anxiety- (not to mention asthma-) inducing.</p> <p>A new connection, away from motor vehicle traffic, will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jack Koczela	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This bridge construction project is fully supported by the DC Recreational Trails Advisory Committee, of which I am Co-Chair.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jacob Mason	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
James Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
James Ingram	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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James Spearman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Janusz Wasiolek	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jason Sliwa	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jason Yeung	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeb Stenhouse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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Jeff Gauger	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, the City of Alexandria, and Fairfax County</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Gustafson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Wetzel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jeff Yake	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jeff Yeates	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Grotte	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Newhouse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>
Jeffrey Schnur	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	<p>See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing</p>

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Jennifer Brundage	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jerry Cowden	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jessica Rozek	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jim East	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>As a frequent runner on the Mt. Vernon Trail, a safe pathway connecting DC to Virginia would make me feel much, much safer than the current sidewalk on I-395.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Jim Feaster	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
JoAnn Bordeaux	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
John Nwaezeapu	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
John Stanley	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,	

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John Tschetter	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jon Cowles	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I commute by bicycle through this area every day. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jonathan Averback	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>I regularly bike from Crystal City to the Penn quarter for work and restaurants. I would more often bike at night to / from the waterfront and southeast / nats park area if I had a better, well-lit connection from the bridge area to CC. The complete long bridge project offers a good connection between the areas.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Jonathan Epstein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Jose De Arteaga	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Joseph Long	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Josephine Liu	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Josh Tuch	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Joshua Rosenthal	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Julia Serfass	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Julio Hernandez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Amy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Karen Azeez	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Hanson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karen Hoerst	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I bike daily across the Potomac from Arlington into DC and back. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Karyn Schwartz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. This will help reduce traffic and make it easier for people to commute via bike to/from DC.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Katherine Lewis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kathryn Mikolajczak	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kathryn Riley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Keith Bauerle	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>As a resident of the City of Alexandria I look forward to using the bridge to ride my bike to and from DC. Thanks.</p>	

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Keith Kerr	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Keith Lawrence	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kelly Close	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kelly DeYoe	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kendall Moffett-Sklaroff	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kenneth Bandy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kenneth Stump	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I'm writing to reiterate my strong support for a bike-pedestrian crossing as part of the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kent Fothergill	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I am 58 years old and moved to this area from the rural mid-south 3.5 years ago. In the mid-south, cars are useful. When I moved here I quickly discovered that a private car does not make sense. I tried the Metro, but when i work late shifts it is a horrible option. In desperation, bicycling has become my main mode of transportation. I have been surprised at the efficiency of cycling. I also have enjoyed the physical and mental benefits of bicycle commuting. Given the benefits to me personally and the greater DC Metro area, it is a shock that I continually find undersized, poorly maintained, and badly designed bicycle trails and especially bridge crossings. I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kerry Read	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kerstin Canby	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kevin Halligan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kevin O'Halloran	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Keya Chatterjee	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kim Toufectis	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kirstin Corris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Thank you for being forward-thinking and representing all of us!</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Kristin Frontiera	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Kyle Farver	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
L N	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lance Tracey	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lara Levison	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>The best time to add bicycle and pedestrian access to a transportation project is when it is being planned and built. Promoting non-automobile transportation will help DC achieve our goal to be carbon neutral and climate resilient by 2050.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Lara Ponomareff	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lasse Van Essen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Laurel Cullen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lauren Anneberg	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Leif Brostrom	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Leslie Tierstein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>I frequently have to commute by bicycle from S Arlington (near Ft Myer) into DC. This crossing would greatly ease my travel, eliminating extensive detours (and encounters with vehicular traffic) currently required by the "bike/ped path desert" in S Arlington.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Linh Hoang	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Liz Brading	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Lorenz Noe	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Loriane Icbaci	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Lucy Debutts	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Maitland Bottoms	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>As a user of existing bike routes across the Potomac - usually using either the upstream 14th St bridge or the</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
	Wilson Bridge side paths, a crossing at Long Bridge would still be a useful option. And with changes coming to the Crystal City area, it could be the most popular crossing.	
Marc Ferrara	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marc Ferrara	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marc Moscatello	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Maria Kalousi	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Mark Pankin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mark Rodeffer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Marlon Kuntze	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mary Lawal	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mary Morse	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Mary Pratt	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matt Tyrrell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matthew Downs	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Matthew OBrien	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Matthias Paustian	Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Mauricio Sanmartin	Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Maxime Devilliers	Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
Meg Hargreaves	Dear Neighborhood Planning Manager Anna Chamberlin, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,	

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Megan Ahearn	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As a bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Janicki	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Sweitzer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Megan Wholey	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Michael Duncanson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Ehst	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Harris	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Perry	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Quiroz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Michael Trahan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michael Wolosin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michelle Leonard	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Michelle Malebranche	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Mike Burns	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
Mike Orendorff	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
Minh Nguyen	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	This would promote safety and health in our area. All for both! Thanks for your consideration:)	
	Dear Neighborhood Planning Manager Anna Chamberlin,	
Mitchell O'Brien	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	

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Monica Irmiler	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Mr. Klein	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nadine Graham	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nancy Duley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As a long-time bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Nancy Dupree	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Natalie Kean	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>I bike on the Mt Vernon trail and 14th street bridge every day. Having a dedicated bike bridge is necessary to accommodate the growing bike and pedestrian traffic on this route. It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Natalie Wegener	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. There are thousands of commuters going from VA to DC and vice versa for work every day of the week. Help us all be safer as we strive to be healthier and relieve some of the stress on an already over burdened transportation system. Ensure that this stays in the plan for this project, the returns on investment will pay in dividends both in human capital and improving transportation.</p> <p>When completed, the Long Bridge will be the best crossing of the Potomac River for bicyclists and pedestrians. It will have a direct, positive impact on District residents, and advance DC's transportation equity and environmental goals. Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Neil Blake	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nevada Watson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>As a frequent bike commuter, I can attest to the benefit of completing this project with cyclists and pedestrians in mind.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nicholas Provenzo	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Nick Deichmeister	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Noah Leslie	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrice Coss	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrick Pannett	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing is critical to the Long Bridge Project! Especially as we look to advance more equitable ways to travel while protecting the environment and alleviating traffic, this is a critical asset to underline commitment to safe streets and a vibrant urban economy.</p> <p>When completed, the Long Bridge will be the best crossing of the Potomac River for bicyclists and pedestrians. It will have a direct, positive impact on District residents, and advance DC's transportation equity and environmental goals.</p> <p>Please support the bike-pedestrian crossing, and ensure it is fully funded and built in a timely manner.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Patrick Revord	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Paul Carstensen	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
Paul Morris	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	As a 20 year resident and bike commuter, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
Paul Neureiter	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
Paul Nichol森	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
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	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,	

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Pedro Dana	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Denton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Eisler	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Harnik	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Peter Mason	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Richman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Peter Stokely	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rachel Marks	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Raphael Tisch	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Raymond Harwood	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rebecca Cusic	<p>This is probably a once-in-a-generation opportunity to do this river crossing right. I urge your support!</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rich Moran	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I commute round trip almost every weekday across the 14th St Bridge. The current crossing is narrow and dangerous.</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Richard Dooley	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Richard Rynders	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rick Beckman	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rick Entsminger	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Robert Miller	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Robert Williams	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Robin Parker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ron Sanseverino	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ross Filice	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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Rubens Chagas	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Rufus Godwin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ruth Driscoll-Lovejoy	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project. My husband and I are avid runners and walkers, who see this as a path that can afford connectivity and a lot of safety to our interests.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ryan Lauer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-</p>	See Appendix E, Section 3.8, Support

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	<p>pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Ryan Thompson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Buckley	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Farmer	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sam Kome	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Samantha Bisogno	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Samantha Wetzel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sandi Worthen	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sarah Caldwell	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Sarah Husain	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Donelson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Dorn	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Scott Mearns	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Sean Fish	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sean Roark	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sergio Leon	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Shane Brucker	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sharon Kroszkewicz	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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Simon HinsonJones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sina Chenari	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Sriram Sridharan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Stacy Langsdale	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Stephanie Davio	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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Stephen Claeys	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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Stephen Collesano	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
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Stephen Kolb	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
	Dear Neighborhood Planning Manager Anna Chamberlin,	
	I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.	
	It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,	

Name	Comment	Response
Steven Leutner	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Steven Zaret	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Susan Brewton	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Susan Huang	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Susan Wuchinich	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Suzanne Neureiter	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tamara De La Camp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Ted Saks	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Teresa Thiele	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

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	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
Thomas Martin	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tim Beaty	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tim Ryan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Donovan	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Timothy Meinken	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Moll	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Timothy Rosner	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Todd Weiser	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility,</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Tom Haser	<p>increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tricia Chicka	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Blanchard	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Harding	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Tyler Tichenor	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyler Wean	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>As someone who crosses the Potomac River everyday on my ride to and from work, I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyrone Cook	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Tyson Brown	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

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Tyson Schaedel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Wayne Rhodes	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Wendy Reinsel	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Will Herbig	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Carter	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p>	See Appendix E, Section 3.8, Support

Name	Comment	Response
	<p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	for Bike-Pedestrian Crossing
William Hall	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Jones	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Lyke	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
William Rapp	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Wilson Trawick	<p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p> <p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Zachary Ferguson	<p>Dear Neighborhood Planning Manager Anna Chamberlin,</p> <p>I strongly support the bike-pedestrian crossing mitigation measure for the Long Bridge Project. The bike-pedestrian crossing needs to remain part of the Long Bridge Project.</p> <p>It will have beneficial effects by increasing access to parks and open spaces, improving personal mobility, increasing the connectivity of the active transportation network, improving public health, and advancing the transportation equity and environmental goals of DC, Arlington County, and the City of Alexandria.</p>	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Other Bike-Pedestrian Crossing Support Form Letter		
Bruce Wright	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Alexis Glenn	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Name	Comment	Response
Steven Ward	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC. Thank you!	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing
Shawn Newman	I support the separated pedestrian and bicycle bridge as part of the Long Bridge Project. This will provide a safe, comfortable, and vital connection between Virginia and DC.	See Appendix E, Section 3.8, Support for Bike-Pedestrian Crossing

Appendix H:

National Park Service Statement of Findings for Wetlands

STATEMENT OF FINDINGS
FOR
EXECUTIVE ORDER 11990 (PROTECTION OF WETLANDS)

Long Bridge Project Environmental Impact Statement

Potomac River
May 2020

Recommended:

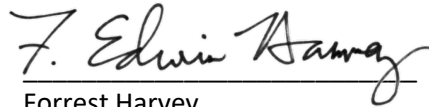
**TARA
MORRISON**

Digitally signed by TARA
MORRISON
Date: 2020.07.07 20:14:54 -04'00'

Tara Morrison
Superintendent, National Capital Parks -
East

Date

**Certification of Technical
Adequacy and Servicewide
Consistency:**



Forrest Harvey
Chief, Water Resources Division

7/15/2020

Date

Approved:



Peter May Acting for Lisa Mendelson-Ielmini
Lisa Mendelson
National Park Service
Acting Director Region 1 – National Capital
Area

7/20/20

Date

Long Bridge Project EIS

Statement of Findings for Wetlands

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1.0 Introduction

Pursuant to the National Environmental Policy Act of 1969 (NEPA), the Federal Railroad Administration, jointly with the District Department of Transportation (DDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and in cooperation with the National Park Service (NPS), are evaluating proposed improvements to the Long Bridge Corridor and related railroad infrastructure (the Long Bridge Project). The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network. NPS administers Federal park property in the Project Area (see **Figure 1**), including the George Washington Memorial Parkway (GWMP), National Mall and Memorial Parks (including East and West Potomac Parks), Captain John Smith Chesapeake National Historic Trail, the Star-Spangled Banner National Historic Trail, Potomac Heritage National Scenic Trail, the Washington-Rochambeau Revolutionary Route National Historic Trail, and the Potomac River bottom.

Executive Order (EO) 11990: Protection of Wetlands, requires the NPS and other Federal agencies to evaluate the likely impacts of actions in wetlands. NPS Director's Order #77-1: Wetland Protection and Procedural Manual #77-1: Wetland Protection, provides NPS policies and procedures for complying with EO 11990. This Statement of Findings was prepared per the Director's Order for the proposed Long Bridge Project and documents compliance with the Procedural Manual. A Statement of Findings has been completed because some of the proposed construction and the proposed action would take place in the Potomac River, resulting in submerged aquatic riverine wetland impacts on NPS administered property. The Statement of Findings will be published with the combined Final Environmental Impact Statement (EIS)/Record of Decision (ROD).¹

2.0 Proposed Action

The Proposed Action (referred to as “the Project” in the EIS) consists of potential improvements to Long Bridge Corridor and related railroad infrastructure located between RO Interlocking in Arlington, Virginia, and L’Enfant (LE) Interlocking near 10th Street SW in the District of Columbia (District).² The Proposed Action would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge and would expand the Long Bridge Corridor from two to four tracks. In doing so, the Project would provide additional long-term railroad capacity and improve reliability of railroad service through the Long Bridge Corridor.

¹ EO 11988: Floodplain Management requires the NPS and other Federal agencies to evaluate the likely impacts of actions in floodplains. NPS Procedural Manual #77-2 provides procedures to comply with this executive order. While the Proposed Action is located in the 100-year and 500-year floodplain, it does not fall into any of the action classes which require a Statement of Findings.

² An interlocking is a segment of railroad infrastructure comprised of track, turnouts, and signals linked (interlocked) in a way that allows trains to safely move from one track to another, or across tracks, preventing conflicting train movements. Note that the proper name of RO Interlocking is “RO.” It is not an acronym.

Figure 1 | Long Bridge Project Area



The proposed alignment would tie into RO Interlocking in Arlington, Virginia by adding two new tracks west of the existing tracks. Moving north along the Corridor, the two new tracks and two existing tracks would continue adjacent to Long Bridge Park and then cross over the GWMP on two railroad bridges. The Proposed Action would construct a new railroad bridge west of the existing railroad bridge over the GWMP carrying the two new tracks. The current two-track bridge would remain. After crossing the GWMP roadway, the new track would be carried on a short section of embankment supported by retaining walls.

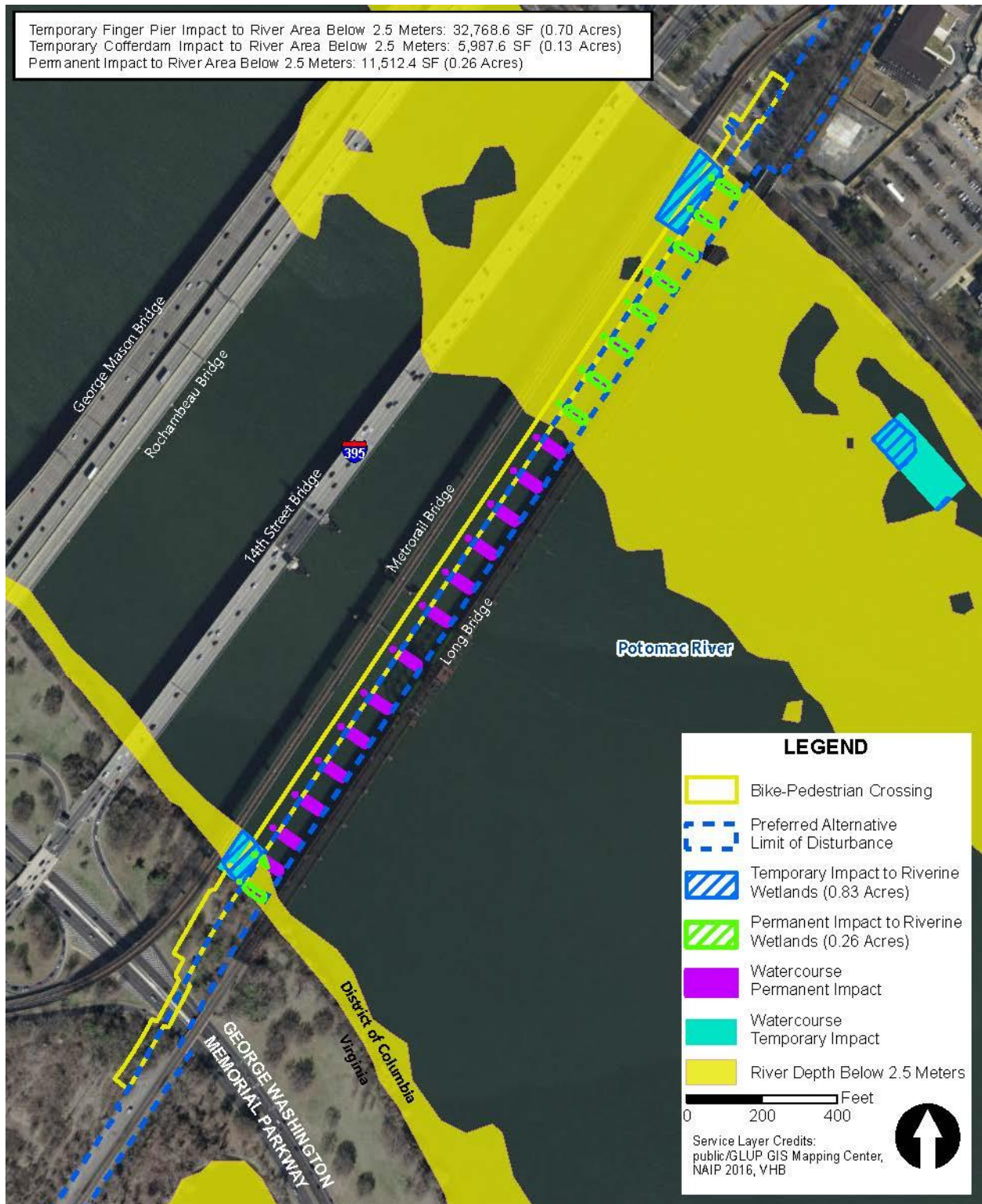
The new two-track railroad bridge over the Potomac River would require construction of 22 new bridge piers in the river, which would align with the existing bridge piers for navigational consistency. After crossing the Potomac River, the new two-track railroad bridge would extend over Ohio Drive in West Potomac Park. The two new tracks would continue off the bridge on an embankment through Parking Lot C. The two tracks would then span the Washington Metropolitan Area Transit Authority (WMATA) Metrorail Yellow Line tunnel portal, located at the northern end of the surface parking lot, on a new, two-track, single-span bridge. Meanwhile, the Proposed Action would realign the existing two tracks to minimize or avoid impacts to other structures further north within the Corridor. The Proposed Action would require retaining walls on both sides of each two-track alignment to retain embankment fills and minimize right-of-way impacts.

To mitigate impacts to resources protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (Section 4(f)), DRPT would construct a bike-pedestrian crossing that connects Long Bridge Park, the GWMP/Mount Vernon Trail (MVT), and West Potomac Park. This connection would cross the Potomac River on an independent bridge on the upstream side of the new railroad bridge. The southern end of the bike-pedestrian crossing would connect to a path at the northern end of the Long Bridge Aquatic and Fitness Center and Park Expansion in Long Bridge Park. The bike-pedestrian path would cross over the GWMP, MVT, and the Potomac River on a 2,300-foot-long bridge consisting of prefabricated truss spans. The northern end of the bike-pedestrian path would connect to Ohio Drive SW in West Potomac Park.

3.0 Site Description

The bed of the Potomac River and Washington Channel/Tidal Basin are administered by NPS. There are portions of the Potomac River watercourse that would be impacted by the Project which are considered riverine wetlands according to the Federal Geographic Data Committee (FGDC) Wetlands Classification Standard. The FGDC Wetlands Classification Standard defines riverine wetlands as areas within a waterway of a depth of 2.5 meters (8.2 feet) or less at low water. To identify riverine wetlands, NOAA bathymetric data were used to determine approximate water depths within the Potomac River. **Figure 2** depicts the extent of riverine wetlands within the Potomac River in the vicinity of the Project Area.

Figure 2 | Watercourse and Riverine Wetland Impact Areas



Data available through DOEE and the Virginia Institute of Marine Science (VIMS) (2013–2017) was used to identify documented locations of submerged aquatic vegetation (SAV) within the Local Study Area. SAV are vascular plants that grow completely underwater or up to the water surface in tidal and nontidal waterways. Most recent available data (2017) obtained from VIMS show that SAV beds are present in Roaches Run and along the north shoreline of the Potomac River immediately upstream from Long Bridge (**Figure 3**).³

3.1 Evaluation of Wetland Functions and Values

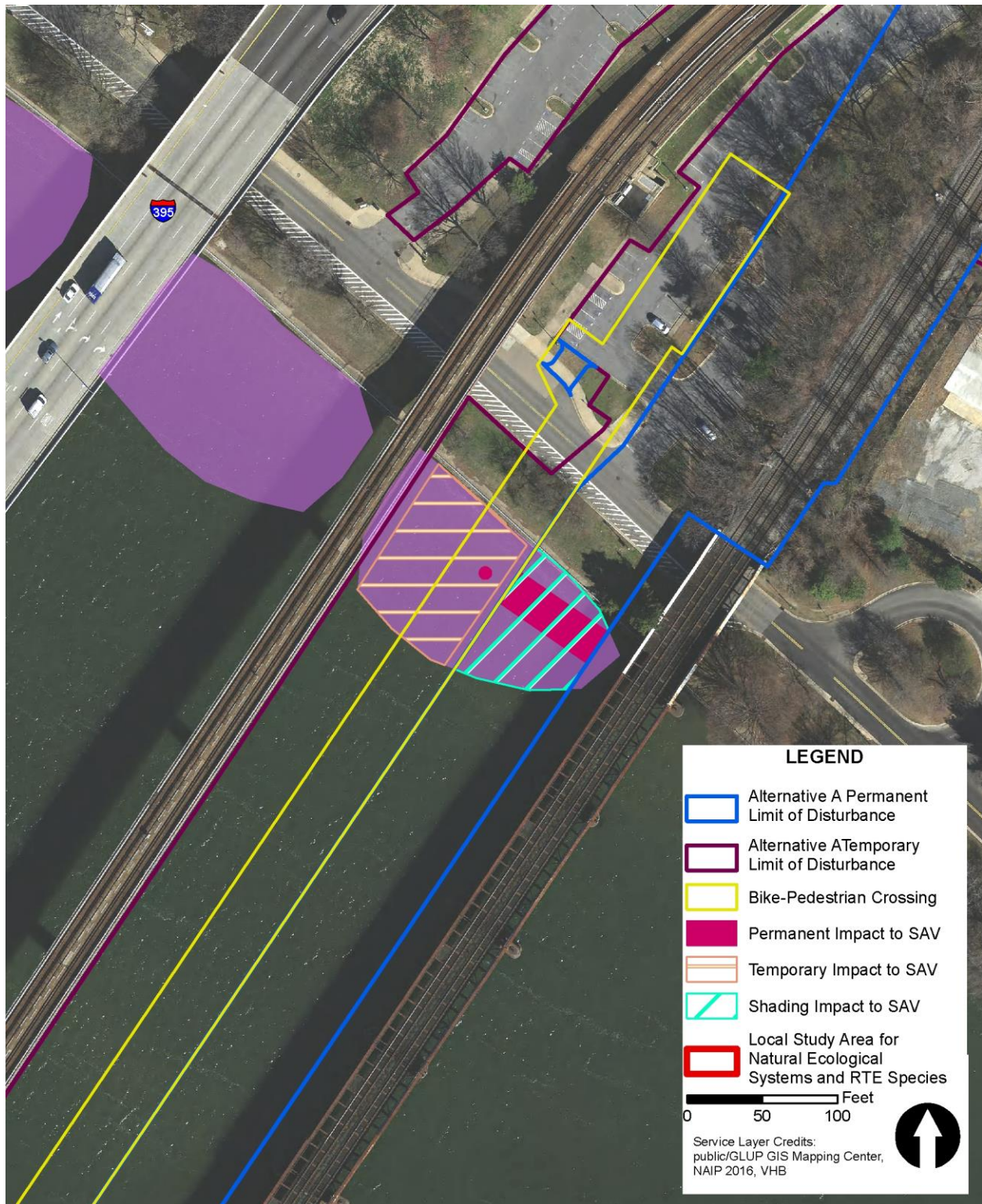
The riverine wetlands within the Project Area primarily function to provide freshwater habitat for fish and other wildlife. Unconsolidated bottom habitat typically supports organisms such as clams, worms, crustaceans, and other benthic invertebrates; however, the upper Potomac River is not considered a shellfish harvesting area by the Maryland Department of the Environment (MDE 2020). Shallow sections of the Potomac River can also serve as habitat for benthic microalgae when water depths permit light penetration to the bottom substrate (VIMS 2020). Algae and other bottom-dwelling organisms can provide functions such as trophic support for tidal riverine food webs in healthy ecosystems. However, overall functional capacity for benthic habitat and food web support within the Washington D.C. segment of the Potomac River is likely to be diminished significantly by water column turbidity (Bricker et al. 2014) and accumulation of metals and other toxicants in the substrate (Harris et al. 2018).

Riverine habitats within the Chesapeake Bay watershed also have the potential support wildlife support functions such as spawning, foraging, or nursery grounds for rare species, most notably the Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) and shortnose sturgeon (*Acipenser brevirostrum*). Both of these listed species have been documented to occur in the Potomac River, which has been designated as critical habitat for the Atlantic sturgeon. However, based on mark/recapture data and extensive surveys throughout the Potomac River, sturgeon are not likely to use the Project Area for foraging, reproduction, or nursery grounds, and shallow water sections of the Washington D.C. segment of the river (e.g., wetlands as defined in this document) in general do not represent a viable habitat for these protected species (Niklitschek and Secor 2005, Kynard et al. 2009).

Other important functions associated with riverine wetland systems, such as flood-flow desynchronization (storage of flood waters), sediment/toxicant retention, nutrient removal/retention/transformation, production export, and shoreline stabilization (Brinson 1993) are not provided by the riverine wetlands within the Project Area. The Potomac River does have recreational value for certain water-based activities, such as canoeing and kayaking, and contributes to the visual and aesthetic qualities of the area.

³ Virginia Institute of Marine Science (VIMS). 2017. Chesapeake Bay SAV Coverage. <http://web.vims.edu/bio/sav/maps.html>. Accessed May 7, 2020.

Figure 3 | SAV Impact Areas



3.2 Impacts to Riverine Wetlands

The Proposed Action would impact submerged aquatic riverine wetlands due to the construction and placement of piers in the Potomac River. Nine and one-half piers for the railroad bridge and ten piers for the Bike-Pedestrian Crossing would be constructed within riverine wetlands, permanently impacting 0.26 acres. Construction of these piers using cofferdams and the placement of a temporary finger pier would temporarily impact an additional 0.83 acres of riverine wetlands, for a total impact (permanent and temporary) of 1.09 acres (**Figure 2**). Riverine wetland impacts are based on preliminary design and may vary slightly from the final design; the impacts will be well defined at the permitting stage.

3.3 Impacts to Submerged Aquatic Vegetation

Construction of the Proposed Action would result in one pier for the railroad bridge and one Bike-Pedestrian Crossing pier encroaching into a SAV bed found along the northern shore of the Potomac River. This would result in permanent impacts to SAV in the amount of 1,750 square feet associated with installing a 70-foot by 25-foot cofferdam for construction of the railroad pier structure and 28 square feet for a single, concrete circular bridge support for the Bike-Pedestrian Crossing with a diameter of 6 feet (**Figure 3**). The total impact to SAV would be 1,778 square feet. Permanent impacts to SAV may occur over time via shading at this location caused by the new deck of both crossings in the amount of 1,917 square feet, and permanent indirect impacts could occur to downstream SAV beds in the Potomac River within the Local Study Area due to scour and deposition from installing the crossing piers.

4.0 Justification for Use of Wetlands

FRA and DDOT conducted a screening process to identify and evaluate alternatives that meet the Purpose and Need of the Proposed Action, which is detailed in **Chapter 3, Alternatives**, and **Appendix B1** of the **Draft EIS, Alternatives Development Report**. At the onset of the process, FRA and DDOT identified a broad and reasonable range of concepts, in addition to a No Action Alternative, to address the Proposed Action's Purpose and Need. DDOT and FRA examined the results of pre-NEPA Phase I and II Studies; considered input from the agency and public outreach process; and coordinated with railroad stakeholders CSXT, Amtrak, and VRE. FRA and DDOT developed 18 preliminary action concepts and the No Action Alternative for consideration. During the alternatives analysis process, FRA and DDOT considered opportunities to avoid or minimize impacts to resources, including properties administered by NPS.

After two levels of screening, FRA and DDOT identified three alternatives for analysis in the EIS; the No Action Alternative, Action Alternative A (Preferred Alternative), and Action Alternative B. Due to land use and corridor constraints, construction of the Proposed Action is not possible without loss of riverine wetlands while meeting the Purpose and Need.

The No Action Alternative would not expand the existing railroad right-of-way from two to four tracks and would not construct a new crossing of the GWMP and Potomac River. Therefore, it would not impact riverine wetlands on property administered by NPS. However, it would also not meet the Proposed Action's Purpose and Need because the Long Bridge Corridor must provide more than two tracks to meet future railroad capacity and redundancy needs.

Concepts using a tunnel underneath the Potomac River would not meet the Purpose and Need because:

- The resiliency and redundancy criterion based on the Purpose and Need required that all tracks be usable by both passenger and freight trains. Therefore, any concepts that cannot accommodate both passenger and freight trains (such as a passenger railroad-only tunnel) do not meet Purpose and Need because they do not enable redundancy.
- A tunnel could not maintain interoperability between passenger and freight trains while also maintaining network connectivity. Based on previous studies, a tunnel under the Potomac River and Washington Channel would need to be at least 80 feet deep to avoid existing infrastructure (for example, Metrorail). Given the grade requirements for freight trains (1.25 percent) and the need for the tunnel to connect to VRE Crystal City Station, VRE L'Enfant Station, and the Virginia Avenue Tunnel, the distance of an 80-foot-deep tunnel would require grades that would prevent freight trains from using the tunnel. It would be therefore impossible for both freight and passenger trains to use the newly built tunnel infrastructure.

Concepts using a new corridor rather than or in addition to the existing Long Bridge Corridor would not meet the Purpose and Need of the Proposed Action, and would likely result in severe social, economic, and environmental impacts. A new corridor would fail to serve as a critical link connecting the local, regional, and national transportation network because it would not facilitate connections to existing area railroad stations, employment and residential nodes, freight railroad infrastructure, and other modes of transportation. **Appendix B1** of the **DEIS, Alternatives Development Report** provides additional explanation for why the No Action Alternative, tunnel concepts, and new corridors would not meet Purpose and Need.

Conceptual engineering for each of the Action Alternatives minimized impacts to NPS-administered property by staying within the existing railroad corridor right-of-way to the extent practicable. The Preferred Alternative has fewer impacts to riverine wetlands within NPS-administered property, as the removal and replacement of the existing Long Bridge structure that spans the Potomac River under Action Alternative B would result in additional temporary impacts to riverine wetlands.

5.0 Mitigative Action

Wetland mitigation includes avoidance, minimization, and compensation. As described in **Section 4.0 Justification for Use of Wetlands**, avoidance was not possible given the transportation right-of-way and other land use constraints. Minimization was employed by selecting the Preferred Alternative, which has a lesser impact to riverine wetlands within the Potomac River than Action Alternative B. The Project would also employ general mitigative measures, including the application of best management practices and use of standard erosion and sediment control measures throughout the construction process.

In accordance with Procedural Manual #77-1, NPS requires a minimum of 1:1 mitigation ratio for the replacement of lost wetland acres. Because the impacted wetlands are classified as riverine, it is inherently difficult to restore the functions and values for these types of wetlands. The difficulty lies in restoring lost wetland with relatively valuable functions on the bottom of the Potomac River over a relatively small area when compared to the total area comprised of these types of wetland, and the fact that it's in a riverine system creates a situation where the potential for success is low. As a result, it was determined that in lieu of a typical 1:1 mitigation ratio for the restoration of lost wetland functions and values, NPS would employ a 10:1 mitigation ratio (requiring 10.90 acres minimum) aimed at improving the overall functionality and values of near-by wetlands through the removal of invasive plant species.

NPS has identified available wetlands at Kenilworth Park & Aquatic Gardens for removal of invasive plants (**Figures 4 and 5**). The proponent will treat and/or remove invasive species twice a year for the duration of the bridge construction project (a minimum of 5 years). The specific process and terms for this treatment and removal mitigation project will be set forth in the applicable NPS permit authorization granted to DRPT.

For permanent impacts to SAV, DRPT will develop appropriate mitigation strategies in coordination with NPS and other regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.

6.0 Compliance

This document is required in order to comply with EO 11990. NPS Director's Order #77-1 and NPS Procedural Manual #77-1 provide policies and procedures to comply with EO 11990. Compliance with other agency regulations will be completed (if appropriate for this project) separately from this document; however, the mitigation measures set forth herein may be relied upon in fulfilling compliance with other applicable regulatory requirements. Separate compliance with other applicable laws and regulations pertaining to wetland impacts are as follows:

Coastal Zone Management Act of 1972

The Virginia Department of Environmental Quality (VDEQ) administers the Coastal Zone Management Program (CZMP) in the Commonwealth of Virginia. The project has demonstrated consistency with the Coastal Zone Management Act (CZMA). On September 30, 2029, VDEQ concurred with FRA's determination that the project would be consistent with Virginia's CZMP.

Clean Water Act Sections 401 and 404

A Joint Permit Application (JPA) will be developed for both permanent and temporary project-related wetland and waters of the United States impacts in compliance with Section 401 and 404 of the Clean Water Act. DRPT will initiate the permitting with USACE; VDEQ, which administers the permitting program in the Commonwealth of Virginia; and DOEE, which administers the permitting program in the District. A preliminary jurisdictional determination (JD) was issued by USACE on March 19, 2019 and would be finalized prior to JPA issuance. The JPA would be initiated during the final design phase of the Project.

VDEQ is responsible for review of projects that result in a significant discharge into state waters, which include wetlands. Before USACE can grant a 404 permit, VDEQ must certify that the activity does not violate state water quality standards (the 401 certification). DOEE is similarly responsible for the 401 certification in the District.

Kenilworth Wetlands



Figure 5 | Wetland Mitigation Area Relative to the Long Bridge Project Area



Rivers and Harbors Act Sections 9 & 10

The U.S. Coast Guard (USCG) controls navigation for marine operations via Section 9 of the Rivers and Harbors Act. Preliminary public notice to advise mariners of the proposed Project was published in September 2019. DRPT will submit a formal Bridge Permit during the final design phase.

Section 10 of the Rivers and Harbors Act is administered by the USACE and regulates construction, filling, dredging, or excavation in navigable waters of the United States. Section 10 will be addressed through the issuance of the JD and JPA.

National Environmental Policy Act

The Draft EIS, this Statement of Findings for Executive Orders 11990, and the Final EIS/ROD will complete the requirements of NEPA for this Project.

7.0 Conclusion

Increasing the capacity, resilience, and redundancy of the Long Bridge Corridor is needed to ensure the corridor continues to serve as a critical railroad link connecting the local, regional, and national transportation network. As part of the Proposed Action, the Preferred Alternative and Bike-Pedestrian Crossing would impact riverine wetlands on property administered by NPS. The Project would have negligible impacts to the base flood elevation or boundary given the expanse of the current flood zone. The Preferred Alternative and Bike-Pedestrian Crossing would permanently impact 0.26 acres and temporarily impact an additional 0.83 acres of riverine wetlands due to the construction and placement of piers in the Potomac River. 1,778 square feet of SAV in the Potomac River would be permanently impacted by the Preferred Alternative and Bike-Pedestrian Crossing as well.

A total area of 1.09 acres of riverine wetlands impact would be compensated at a 10:1 ratio with funding for 10.90 acres of invasive plant species removal in wetlands at Kenilworth Park & Aquatic Gardens.

A total area of 1,778 square feet of SAV is impacted by the Project. DRPT will develop appropriate mitigation strategies for SAV in coordination with NPS and other regulatory agencies. Potential strategies include transplanting, re-establishment of vegetation in the impact zone, in-kind mitigation at an agreed-upon ratio, or credits.

Compensation for and restoration of riverine wetland and SAV areas impacted by the Project will be funded in accordance with the specific terms set forth in the applicable NPS permit authorization granted to DRPT.

NPS finds that this proposed action is consistent with the policies and procedures of NPS Director's Order #77-1: Wetland Protection.

8.0 References

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Appendix I:

Additional Agency Correspondence

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United States Department of the Interior

Office of the Secretary
Office of Environmental Policy and Compliance
1849 C Street, NW - MS 2629 - MIB
Washington, D.C. 20240

In Reply Refer to:

April 30, 2020

9043.1
ER 19/0417

Electronically Filed
David.Valenstein@dot.gov

David Valenstein
Senior Advisor – Major Projects & Credit Programs
USDOT/FRA Office of Railroad Policy and Development
55 M Street, SE
Suite 400
Washington, DC 20003

Subject: Final Section 4(f) Evaluation for the Long Bridge Project, Arlington, Virginia and Washington, D.C.

Dear Mr. Valenstein:

The U.S. Department of the Interior (Department) has reviewed the Final Section 4(f) Evaluation for the Long Bridge Project (the Project), which is to provide additional long-term railroad capacity and improve reliability of railroad service in the Long Bridge Corridor through a 1.8-mile railroad section between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The Project also includes a new bike-pedestrian crossing as part of the mitigation for use of Section 4(f)-protected property, which will be located upstream of the new railroad bridge and will provide connectivity over the Potomac River between Long Bridge Park in Arlington, Virginia to the District of Columbia.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

In a letter dated October 28, 2019, the Department provided comments on the Draft EIS and Draft Section 4(f) Evaluation (see enclosure). The National Park Service (NPS) has been participating as a cooperating agency due to the use of property from the George Washington Memorial Parkway and the National Mall and Memorial Parks, and has been coordinating with FRA, DDOT, and DRPT during the development of the EIS. The Department understands that FRA is in the process of preparing a combined Final EIS / Record of Decision. Our comments

TRANSMITTED ELECTRONICALLY – NO HARDCOPY TO FOLLOW

are solely on the Final Section 4(f) Evaluation which was submitted to the Department for review on April 23, 2020.

As stated in the Draft EIS and Draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). The Final Section 4(f) Evaluation determined that of the two build alternatives being considered, Alternative A best meets the purpose and need of the Project by providing two additional tracks across the Potomac River with fewer impacts to historic sites and environmental resources than Action Alternative B, and would cost substantially less than Action Alternative B. Therefore, Action Alternative A would cause the least overall harm in light of Section 4(f)'s preservation purpose and there is no prudent and feasible alternative to the use of Section 4(f) properties for this Project. FRA, DDOT, and DRPT have committed to minimize the harm to these resources associated with the Preferred Alternative by implementing the measures of the Section 106 Programmatic Agreement and the DRPT and NPS Mitigation Agreement.

Alternative A will require the permanent use of up to 0.5 acres and the temporary use of up to 3.8 acres of the George Washington Memorial Parkway. This includes affecting approximately 600 linear feet of the Mount Vernon Trail for the construction of the new bridge over the trail. Access to the Mount Vernon trail and the George Washington Memorial Parkway will remain open to visitors throughout construction. Alternative A will also require the permanent use of up to 1.9 acres and the temporary use of up to 3.4 acres of East and West Potomac Park; and permanent use of up to 0.53 acres.

In the Draft Section 4(f) Evaluation, FRA determined that the use of Hancock Park for construction access and staging was *de minimis*. At that time, the NPS did not concur with this finding, and determined that it was a temporary use under Section 4(f) as a third of this very small park would be unavailable for use by the public for a duration of three years. FRA has reduced their use of Hancock Park down to .09 acres for construction access in a location that already serves as access and has now determined that it meets the criteria for a temporary occupancy exception and would not constitute a Section 4(f) use.

Upon review of the Final Section 4(f), the Department concurs with the findings of the least harm analysis and FRA's determination. We agree that the Preferred Alternative will have impacts to Section 4(f) resources and have determined that most of these impacts will be mitigated through the implementation of a new bicycle-pedestrian crossing and through measures stipulated in the Section 106 Programmatic Agreement and the Mitigation Agreement between the DRPT and the NPS. The Preferred Alternative would also result in a new bicycle-pedestrian connection with Long Bridge Park, the Mount Vernon Trail, Ohio Drive SW, the National Mall and Memorial Parks, and East Potomac Park.

The Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad service and the rationale for expanded capacity within this corridor. However, the NPS is concerned with the potential impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DRPT during design and project implementation to mitigate and minimize impacts to NPS resources.

If you have any questions or need additional information, please contact Tammy Stidham, Deputy Associate Area Director, Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email at Tammy_Stidham@nps.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

Michaela Noble

Michaela E. Noble
Director, Office of Environmental Policy
and Compliance

Enclosure:

cc: Anna Chamberlin, AICP, Long Bridge Project
Tammy Stidham, NPS



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

October 28, 2019

9043.1
ER 19/0417

Anna Chamberlin, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003-3515

Dear Ms. Chamberlin:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and draft Section 4(f) Evaluation for the Long Bridge Project (the Project), which connects Arlington, Virginia to Washington D.C. The Department submits the following comments in accordance with provisions of the National Transportation Act of 1966, as amended 23 U.S.C. 138 and 49 U.S.C. 303, referred to as Section 4(f), and the applicable regulations at 23 C.F.R. 774, and other regulations and guidance.

The Department understands that the Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) are the lead agencies that have prepared the DEIS and Draft Section 4(f) Evaluation for the Project. The Virginia Department of Rail and Public Transportation (DRPT) is the named Project Sponsor for the future phases of the Long Bridge project.

The purpose of the Project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor, a 1.8-mile railroad corridor between RO Interlocking in Arlington, Virginia, and L'Enfant Interlocking near 10th Street SW in the District of Columbia. The location of this proposal is in the Capitol Hill neighborhood of the District of Columbia (District) beneath eastbound Virginia Avenue SE from 2nd Street SE to 9th Street SE; Virginia Avenue Park between 9th and 11th Streets; and the 11th Street Bridge right-of-way. Construction is anticipated to start 2022 and last for approximately four to five years. The proposed new infrastructure includes a new two-track railroad bridge and a bicycle/pedestrian bridge over the Potomac River that will transect both the National Mall and Memorial Parks (NAMA) and the George Washington Memorial Parkway (GWMP). Because of the Project's impacts to these National Park Service (NPS) administrative units, the NPS is

serving as a cooperating agency on this project and has been coordinating with FRA, DDOT, and DPRT during the development of the DEIS.

As part of this DEIS and draft Section 4(f) Evaluation process, a number of different preliminary concepts were developed. Following an evaluation of these concepts several failed to meet the Project's overall purpose and need, and were dismissed from further analysis. The two action alternatives evaluated in the DEIS include:

- **Alternative A** - Action Alternative A would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. It would expand the Long Bridge Corridor from two to four tracks, including all necessary infrastructure improvements from RO Interlocking in Arlington, Virginia through LE Interlocking in the District. This alternative would retain the existing Long Bridge over the Potomac River as well as the railroad bridge over the GWMP.
- **Alternative B** - Similar to Action Alternative A, Action Alternative B would construct a new two-track railroad bridge over the Potomac River and the GWMP between the existing railroad bridge and the Metrorail Bridge. However, Action Alternative B would also replace the existing Long Bridge and the railroad bridge over the GWMP rather than keeping those bridges. In addition to replacing the bridge over the GWMP and Long Bridge, Action Alternative B would expand the Long Bridge Corridor from two to four tracks in the same manner as Action Alternative A.

As stated in the DEIS and draft Section 4(f) Evaluation, both build alternatives have approximately the same layout (i.e., they would cover approximately the same surface area during and after construction). Of the two build alternatives being considered, Alternative A was identified as being a preferred alternative in the DEIS and draft Section 4(f) Evaluation. Under both alternatives, a bicycle-pedestrian bridge with connections to Long Bridge Park, the Mount Vernon Trail, and Ohio Drive SW located between the Metrorail Bridge and a new upstream railroad bridge is being considered as potential mitigation for impacts to properties protected under Section 4(f).

After review of the DEIS and draft Section 4(f) Evaluation, the Department understands that, due to the current location, this project will result in significant permanent and temporary impacts of the following Section 4(f) resources:

- **The GWMP/Mount Vernon Memorial Highway** - Congress established the GWMP in May 1930, as one of the nation's premiere parkways, in the 1930s to commemorate the first President of the United States, provide scenic drives and connectivity to historic sites along the Potomac River, and create an aesthetic entryway into the District. The 25-mile parkway, administered by the NPS, runs along the Potomac River from the Mount Vernon Estate to Great Falls, Virginia. The Mount Vernon Memorial Highway (MVMH) is the original 15.2-mile segment of the GWMP commemorating the birth of George Washington.

- **Mount Vernon Trail (MVT)** – The MVT is an 18-mile paved trail for pedestrians and bicyclists that runs between George Washington's Mount Vernon Estate and Theodore Roosevelt Island and parallels the GWMP for its entire length. The MVT is a recreational resource within the park, however, it is not currently a contributing resource to the GWMP or MVMH Historic Districts.
- **East Potomac Park (EPP)** - East Potomac Park is one of the largest recreational spaces in the Washington, DC, core, occupying most of Hains Point between the Washington Channel and the Potomac River. It is almost 330 acres in size and extends southeast of West Potomac Park. East Potomac Park has been primarily developed for active recreation uses. The park currently contains a golf course with food service, one of the country's oldest miniature golf courses, a swimming pool, and a tennis facility. The area's roads are well used by bicyclists. Visitor services also include picnic facilities, restrooms, and a playground.
- **Hancock Park** - approximately 1.11-acre located between the existing railroad tracks, northeast of the LE Interlocking, west of 7th Street SW, south of Maryland Avenue SW, and east of the 9th Street SW Expressway. HP contains open space, walkways, landscaping and screening, and café tables and chairs.

Alternative A would require the permanent use of up to .5 acres for the new bridge structure along the western side of the exiting Long Bridge and approximately .62 acres from the new bicycle/pedestrian bridge. The new railroad bridge would pass over the MVT and GWMP roadway and would permanently occupy a portion of the vegetated area between the trail and the roadway, with 15-20 foot high retaining walls. Construction of the new bridge would result in removal of approximately 70 trees, including three larger trees with greater than 34-inch trunk diameters. Some of these trees date to the 1932 planting plan of the GWMP and were intended to visually screen the railroad bridge from the motorway. Temporary use of up to 3.8 acres of NPS-administered land from the GWMP and MVMH for construction access and staging.

Alternative A would require the permanent use of up to 2.75 acres for retaining walls, abutments, and bridges through the park and approximately .31 acres from the new bicycle/pedestrian from NPS property from EPP and WPP. The new railroad bridge would pass over East Ohio Drive and the two new tracks would require widening of the existing railroad embankment, affecting approximately 2.4 acres of the park. The widened railroad right-of-way would also permanently occupy a portion of NPS Parking Lot C, causing the permanent loss of up to 50 parking spaces. Construction staging areas and widening of the embankment would require removal of approximately 170 trees, including eight larger trees with greater than 34-inch trunk diameters and up to four Japanese cherry blossom plantings. The majority of the trees removed (150) would be small saplings under 12-inch trunk diameters that screen the railroad tracks. Temporary use of up to 5.7 acres of NPS property from EPP and WPP for construction access and staging.

FRA has determined that the use of Hancock Park is *de minimis*. The temporary use is for construction access and staging. The NPS does not concur with this finding as a third of this very small park will be unavailable for use by the public for a duration of three years. The NPS considered this a temporary use under Section 4(f).

The Department agrees with the statements in both the DEIS and Draft Section 4(f) Evaluation that the Project would result in a determination of “adverse effect” under Section 106 National Historical Preservation Act (Section 106) to GWMP, MVMH, EPP and WPP historic resources. The removal of contributing vegetation, especially mature trees that date to the GWMP’s 1932 planting plan and were intended to screen the railroad bridge from motorists, and the introduction of highly visible major infrastructure would diminish the historic integrity (specifically, the contributing vegetation), and inherent feeling of both the GWMP and MVMH. Action Alternative A would have an adverse effect on East and West Potomac Parks Historic District through incorporation of parkland and removal of up to four contributing Japanese cherry blossom plantings, which would diminish the integrity of setting, design, materials, and feeling of the park. Addition of the new bridge would also obstruct views of the existing Long Bridge from the north, diminishing the visual integrity of the contributing structure and resulting in an adverse effect. Due to a determination of adverse effect, NPS has been participating as a consulting party in the development of a Programmatic Agreement which is being prepared in consultation with the DC State Historic Preservation Office and other consulting parties.

With regard to the draft Section 4(f), the Department understands no feasible and prudent alternatives that avoid the use of Section 4(f) properties were identified and that the action alternatives evaluated have somewhat equal impacts to Section 4(f) properties. The draft Section 4(f) Evaluation does not make a determination regarding prudent and feasible, as defined in 23 CFR 774.17. Document states that FRA will complete the Final Section 4(f) Evaluation at the same time as the FEIS for the Project. It will include a determination of the impacts to Section 4(f) properties resulting from the Preferred Alternative and documentation of measures to minimize harm. As a result, the Department is not likely to concur at this time. The Department will require more information regarding alternatives, mitigation and minimization as well as FRA determination of prudent and feasible. Implementation of the bicycle/pedestrian bridge is an element that would be a benefit to the NPS properties being impacted and would enhance access and connectivity to and through NPS properties.

Finally, the Department understands the need to provide additional long-term railroad capacity and improve the overall reliability of railroad services and understands the rationale for expanded capacity to occur within this corridor. However, we also understand the major significant impacts the project will have on NPS property, visitor use, access, and experience, impacts to additional Section 4(f) resources and that the disruption during construction will last between four and five years. The Department remains concerned with significant impacts to NPS resources and looks forward to the continued collaboration with FRA, DDOT, and DPRT during this long-term planning process to continue to mitigate and minimize these impacts.

If you have any questions or concerns regarding these comments, please contact Tammy Stidham, Deputy Associate Area Director - Lands and Planning at 1100 Ohio Drive SW, Washington DC, 20242. Ms. Stidham can be reached by phone at (202) 619-7474 or email Tammy_Stidham@nps.gov.

The Department appreciates the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a stylized flourish at the end.

Lindy Nelson
Regional Environmental Officer

cc: Tammy Stidham, NPS



June 2, 2020

Mr. David Valenstein
Senior Advisor – Major Projects & Credit Programs
Office of Railroad Policy and Development
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Long Bridge Project Section 4(f) Comments Regarding Hancock Park and the Plan of the City of Washington (L'Enfant Plan)

Dear Mr. Valenstein:

Thank you for consulting with the District of Columbia State Historic Preservation Officer (DC SHPO) regarding the Section 4(f) Evaluation for the Long Bridge Project. As you are aware, Hancock Park (aka Reservation 113) is a contributing element of the National Register of Historic Places-listed Plan of the City of Washington (aka L'Enfant Plan).

However, we concur with the Federal Railroad Administration's determination that temporary use of .09 acres of this park for construction access qualifies as a temporary occupancy for purposes of Section 4(f) of the U.S. Department of Transportation Act because the area to be used already serves as access; the use will be limited to three years; changes to the park will be minimal and will result in no permanent alterations; and because the park will be restored to existing conditions or better at the end of the three year period. We also understand that the Department of the Interior/National Park Service concurs with this finding.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to continued consultation under Section 106 of the National Historic Preservation Act, as appropriate.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office

20-0532 / 17-0051



DEPARTMENT OF PARKS AND RECREATION

2100 Clarendon Boulevard, Suite 414, Arlington, VA 22201
TEL 703-228-3323 FAX 703-228-3328 TTY 711 parks.arlingtonva.us

July 23, 2020

Marlys A. Osterhues
Chief, Environment and Project Engineering
USDOT/FRA Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington DC, 20590

Re: Long Bridge Project, Section 4(f) Concurrence for Long Bridge Park

Dear Ms. Osterhues,

Arlington County received your letter dated May 6, 2020 requesting Arlington County Department of Parks and Recreation concurrence with the Federal Railroad Administration's (FRA) determination regarding permanent and temporary impacts to Long Bridge Park from the Long Bridge Project (Project) in accordance with Section 4(f) of the United States Department of Transportation of 1966 (Section 4(f)) now codified at 49 USC 303 et seq. and implemented in 23 CFR 774.

Please find attached an amended and signed concurrence clause. This amended concurrence clause states that this concurrence does not constitute a conveyance of any temporary or permanent interest in or access to park lands. Any temporary work or improvements will be subject to future agreement between Arlington County and the appropriate parties. That final conveyance of temporary or permanent interest will be based on final survey, negotiation, and agreement(s) between the County and appropriate parties when detailed information is available upon which to base final agreement(s).

For your convenience I have attached a redlined version of the original concurrence clause included in your May 6, 2020 letter.

Thank you for your attention to this matter. If you have any questions, please feel free to contact Erik Beach, Park Development Division Chief, at (703) 228-3318 or ebeach@arlingtonva.us

Respectfully,

Jane Rudolph, Director

cc:

Erik Beach, PDD
Michelle Cowan, CMO
Stephen MacIsaac, CAO
Tim O'hora, DES
Dan Malouff, DES

Attachment: Original Long Bridge Park Concurrence Clause with Redlined Changes

Concurrence

Arlington County concurs that the proposed incorporation of park land within the Long Bridge Park by the Long Bridge Project would not adversely affect the activities, features, or attributes that make the Long Bridge Project eligible for Section 4(f) protection and therefore, the use of Long Bridge Park would be *de minimis* in accordance with 23 CFR 774.5. Arlington County also agrees that the proposed temporary occupancy of Long Bridge Project associated with construction of the Long Bridge Project meets the requirements for temporary occupancy exception per 23 CFR Part 774. This concurrence does not constitute a conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that FRA or other appropriate parties will continue to coordinate with the Arlington County Department of Parks and Recreation during project development as specific details are determined and that further consultation will be undertaken with FRA or appropriate parties to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.



Arlington County Signature for Concurrence

____7/23/2020_____
Date

Attachment: Original Long Bridge Park Concurrence Clause with Redlined Changes

Concurrence

Arlington County concurs that the proposed incorporation of park land within the Long Bridge Park by the Long Bridge Project would not adversely affect the activities, features, or attributes that make the Long Bridge Project eligible for Section 4(f) protection and therefore, the use of Long Bridge Park would be *de minimis* in accordance with 23 CFR 774.5. Arlington County also agrees that the proposed temporary occupancy of Long Bridge Project associated with construction of the Long Bridge Project meets the requirements for temporary occupancy exception per 23 CFR Part 774. **This concurrence does not constitute a conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that FRA or other appropriate parties will continue to coordinate with the Arlington County Department of Parks and Recreation during project development as specific details are determined and that further consultation will be undertaken with FRA or appropriate parties to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.**

Arlington County Signature for Concurrence

Date



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

OCT 24 2019

Marlys Osterhues
Chief, Environment and Project Engineering Division
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Long Bridge Project

Dear Ms. Osterhues:

We have completed our consultation under section 7 of the Endangered Species Act (ESA) in response to your letter dated September 3, 2019, regarding the above-referenced proposed project. We reviewed your (the action agency) consultation request document and related materials. Based on our knowledge and your materials, we concur with your conclusion that the proposed action is not likely to adversely affect any ESA-listed species under our jurisdiction.

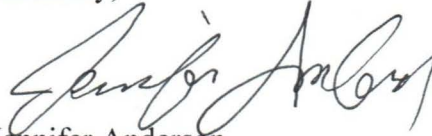
We would like to offer the following clarifications to complement your incoming request for consultation. With respect to the presence of Atlantic sturgeon in the action area, we would like to clarify that tagged Atlantic sturgeon have been detected in the Potomac River as far north as the Woodrow Wilson Bridge as recently as 2017 (B. King, DC DOEE; pers. comm); therefore, we do assume that they may be present. In your analysis of impacts from noise, we would like to clarify that if Atlantic sturgeon are impacted by the noise levels, they will have enough room to be able to move away from the sound source as the waterbody is sufficiently wide (2,200 ft) where work will occur. Any small behavioral movements will not be able to be meaningfully measured or detected, and are insignificant. Finally, in your analysis of increased vessel traffic, we would like to clarify that the effects are insignificant because the increased risk of interaction will be too small to be meaningfully measured, detected, or evaluated. These clarifications do not alter your analysis or conclusion and thus no further consultation pursuant to section 7 of the ESA is required.

Reinitiation of consultation is required and shall be requested by the Federal agency of by the Service, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this consultation or; (c) If a new species is listed or critical habitat designated that may be affected by the identified action.



No take is anticipated or exempted. Should you have any questions about this correspondence please contact Brian Hopper at (410) 267-5649 or brian.d.hopper@noaa.gov). For questions related to Essential Fish Habitat, please contact David O'Brien, with our Habitat Conservation Division at (804) 684-7828 or david.l.obrien@noaa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Anderson", written in a cursive style.

Jennifer Anderson
Assistant Regional Administrator
for Protected Resources

EC: O'Brien, F/NER; Valenstein, FRA

ECO: GARFO-2019-03210

File Code: H:\Section 7 Team\Section 7\Non-Fisheries\Federal Railroad\Long Bridge Project



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

September 3, 2019

Jennifer Anderson
NOAA'S National Marine Fisheries Service
Protected Resources Division
55 Great Republic Drive
Gloucester, MA 01930

**Re: ESA Concurrence for Atlantic and Shortnose Sturgeon
Long Bridge Project
Arlington County, VA; District of Columbia**

Dear Ms. Anderson:

This letter updates the Federal Railroad Administration's (FRA's) previous request for Endangered Species Act (ESA) concurrence from the National Marine Fisheries Service (NMFS) for the Long Bridge Project (the Project) in Arlington County, Virginia and the District of Columbia (**Attachment 1 – Vicinity Map**). The NMFS's comments on the FRA's original request dated July 9, 2019 are addressed in this letter. The effects analysis is expanded and the critical habitat is clarified in accordance with information provided by the NMFS. Also, additional project-specific details are provided.

The biological assessment was completed based on information contained in your January 2, 2018 project review email (**Attachment 2**) referencing the potential presence of endangered Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) and endangered shortnose sturgeon (*A. brevirostrum*) within the Action Area. Shortnose sturgeon were protected in accordance with Section 1(c) of the Endangered Species Preservation Act of October 15, 1966 (80 Stat. 926; 16 U.S.C. 668aa(c)). Five distinct population segments (DPS) of Atlantic sturgeon were listed by Final Rule dated April 6, 2012 under 16 U.S.C. 1531-1543 (50 CFR 223 and 224). We have made the determination that the proposed activity may affect, but is not likely to adversely affect, the five DPS of Atlantic or shortnose sturgeon. We have also made the determination that the action may affect, but not adversely affect, Atlantic sturgeon critical habitat established by Final Rule dated September 18, 2017 (50 CFR 226). Our supporting analysis is provided below.

Proposed Project

The Preferred Alternative for the Project consists of constructing a new two-track railroad bridge across the Potomac River, upstream of the existing Long Bridge. The existing two-track bridge is owned, operated, and maintained by CSX Transportation (CSXT). The existing bridge would be retained and remain in use. The two bridges combined would provide four-track capacity across the river. The existing

bridge serves CSXT freight trains, as well as passenger trains for Virginia Railway Express (VRE) and Amtrak. The bridge is composed of 22 approach spans with a double-span swing span over the channel. The total length of the bridge is 2,529 feet between abutments.

The proposed bridge would be essentially identical to the existing bridge in size and type. The upstream bridge would run parallel to the existing Long Bridge and the existing WMATA Yellow Line Bridge, between the two existing structures. Over the navigation channels, the proposed bridge would be a fixed span, with no ability to move or open for marine traffic. This fixed span condition would be similar to the adjacent bridges. The new bridge would also mimic the existing bridge in the placement of 22 in-water support piers that would be in line with the piers of the existing railroad bridge.

To mitigate for potential project-related impacts to properties under Section 4(f) of the United States Department of Transportation Act of 1966, the Federal Railroad Administration considered bike-pedestrian crossing options to connect Long Bridge Park, the Mount Vernon Trail, and East Potomac Park. A standalone bike-pedestrian bridge running parallel and just upstream of the new railroad bridge is proposed. This new bike-pedestrian bridge would also have 22 piers in line with the railroad bridge piers.

The attached Structures Study Report (**Attachment 3**) and Conceptual Engineering Plans (**Attachment 4**) provide additional details.

Project Purpose

The purpose of the proposed project is to provide additional long-term railroad capacity and to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

Project Schedule

The project setup date is scheduled for April 4, 2022. Construction would proceed shortly after awarding of the contract. It is anticipated that the in-water construction would take two (2) years and overall project completion would take five (5) years. Construction for the new bike-pedestrian bridge would begin immediately following completion of the railroad construction and would take an additional two (2) years, with the majority of construction being in-water. The total combined duration for the railroad construction and bike-pedestrian bridge construction would be seven (7) years.

Applicable Time of Year Restrictions

No specific time-of-year restrictions on in-stream construction work to avoid potential impacts to anadromous fish species, including sturgeon, were identified during coordination with the appropriate regulatory agencies. However, the Protected Resources Division of the National Oceanic and Atmospheric Administration (NOAA) Fisheries, Greater Atlantic Regional Fisheries Office indicated in an email dated January 2, 2019 that if the project will result in habitat modifications or temporarily render the Potomac River unsuitable for sturgeon, time of year restrictions for in-water work should be implemented. While no specific time of year restriction dates were provided in the NOAA Fisheries correspondence, the most likely period when sturgeon would pass through the Action Area would be during spawning runs of these species. Additional coordination with the District Department of Energy

and Environment (DOEE) and NMFS will occur in later phases of design to confirm potential construction restrictions.

Description of the Action Area

The Action Area is defined as “all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action” (50 CFR 402.02). The National Oceanic and Atmospheric Administration (NOAA) Fisheries *Section 7 Program Technical Guidance* (NOAA 2016) provides technical assistance for determining the project Action Area. For this project, the Action Area includes approximately 2,000 feet upstream and downstream to address the potential for scour and sediment deposition to sturgeon habitat (**Attachment 5**). The Action Area also captures vessel traffic to ferry workers and supplies to and from the work site, as well as spud barges to be used during new bridge construction. These limits also cover the removal of excavated bottom sediments from cofferdams and drilled shafts during bridge construction. All removed sediments would be taken to an approved upland disposal site. The Action Area also extends approximately 500 feet around the upland limits of the project (**Attachment 5**).

Habitat within the Action Area

The navigation channel is approximately 11 feet in depth at the shallowest point and reaches depths of up to 23 feet (**Attachment 6** - Figure 2.1 in Appendix D of the Long Bridge Project EIS). The bottom substrate grades up from the channel to both shorelines where water depths are approximately three feet. Submerged aquatic vegetation (SAV) beds are also present within the Action Area in Roaches Run and two SAV beds are present in the Potomac River. Tidal wetland habitat is sparse within the Action Area. Small areas of tidal emergent, shrub-scrub, and forested wetlands were mapped in the southern portion of the Action Area.

No existing data on the benthic macroinvertebrate community within the Action Area were available. The nearest monitoring site is in the Potomac River approximately 7.4 miles downstream of the Action Area. This tidal station was sampled annually for the last 10 years and was rated as Degraded or Severely Degraded (Llanos et al. 2015). It is likely that the Action Area supports a benthic macroinvertebrate community and opportunistic feeding and foraging by sturgeon may take place in the area. It is also likely that the existing bridge piers support a small macroinvertebrate community.

Water chemistry information indicate that dissolved oxygen (DO) remains generally above 5 mg/L, water temperatures are below 30°C, and salinity ranges from 0 to 0.5 parts per thousand (DOEE 2016). These fall within designated Critical Habitat for Atlantic sturgeon.

NMFS Listed Species in the Action Area

Shortnose Sturgeon

Based on habitat conditions, including water depths, substrates, and salinities within the Action Area, immature and adult shortnose sturgeon may be present during most months of the year. However, within the freshwater tidal conditions present in the Project Action Area, it is most likely that reproductive adults would be present during winter and on spring spawning runs. Shortnose sturgeon typically spawn within channel habitats with firm bottom substrates (e.g., gravel, rubble, boulders) at the farthest upstream location to which they have access (NMFS 1998). Therefore, spawning may occur within rocky substrate below Little Falls upstream of the Action Area, requiring reproductive adults to pass through the Action

Area to access suitable spawning habitat. Overwintering sturgeon typically occur within deeper river channels within freshwater tidal rivers or near the freshwater/saltwater interface (Dadswell 1979, O'Herron et al. 1993, Bain 1997, Kynard et al. 2009). As noted above, the Action Area lies within the freshwater tidal portion of the Potomac River, and the navigation channel within the river is up to 23 feet deep, providing suitable overwintering habitat for shortnose sturgeon. Mud substrate foraging habitat for shortnose sturgeon also exists within the Action Area. Shortnose sturgeon are considered to be benthic omnivores, feeding on insects, crustaceans, and mollusks (NMFS 1998). Therefore, it is possible that shortnose sturgeon of all ages could be present within suitable foraging habitat within the Action Area during much of the year.

In all life-history phases, shortnose sturgeon in the Chesapeake Bay/Delaware River populations occur at least part of the year in freshwater reaches or the freshwater/saltwater interface of tidal rivers (Dadswell et al. 1984, Kynard 1997, NMFS 1998, Brundage & O'Herron 2009). However, data collected between 1996 and 2012, as part of a sturgeon tagging program initiated by the Maryland Fishery Resources Office (MFRO) and U.S. Fish and Wildlife Service (USFWS), included adult shortnose sturgeon captures in the more saline lower Chesapeake Bay and mouth of the Potomac River. Within the Potomac River, two telemetry-tagged adult female shortnose sturgeon, tracked between 2005 and 2007, remained primarily within a freshwater/saltwater reach of the river for foraging and winter habitat (Kynard et al. 2009). Recently, few captures of shortnose sturgeon have occurred within the Potomac River. In a Potomac River shortnose sturgeon netting study initiated in 2004 by the NPS, USGS, and the USFWS, one adult female shortnose sturgeon was captured and fitted with a radio transmitter in 2005 just above Indian Head, MD, off of Craney Island (Kynard et al. 2006). On April 10, 2006, it was tracked to Chain Bridge below Little Falls, having passed through the Action Area (Breece 2006). Other shortnose sturgeon were radio tagged and tracked during the project, but none were recorded within or near the Action Area. Therefore, even though suitable habitat exists within the Action Area for foraging, overwintering, and migration, evidence suggests that shortnose sturgeon would primarily be present during winter and early spring.

Atlantic Sturgeon

The Chesapeake Bay DPS includes all anadromous Atlantic sturgeon that are spawned in the watersheds that drain into the Chesapeake Bay and into coastal waters from the Delaware - Maryland border on Fenwick Island to Cape Henry, VA; Susquehanna, Potomac, James, York, Rappahannock, and Nottoway Rivers (ASSRT 2007). However, adult and sub adult individuals from any of the five DPSs may be present within the action area. The most likely life stages of Atlantic sturgeon to be present within the project Action Area would be reproductive adults migrating through the area to reach suitable spawning habitat at Little Falls and possibly early juvenile fish migrating between spawning areas and the freshwater/saltwater interface in the lower Potomac River. However, subadult Atlantic sturgeon could possibly be present within the Action Area as well.

Pre-spawning adults begin migrations in April in the Chesapeake Bay (Smith 1985, Smith & Clugston 1997). Therefore, reproductive adults would most likely be moving through the Action Area within the deeper navigation channel in April and May. Following spawning, adults would move back downriver to overwintering areas. In winter, Atlantic sturgeon typically occur in deeper waters in the offshore marine environment (NMFS 2007). Numerous captures of adult wild Atlantic sturgeon have occurred within the Potomac River (Mangold 2007, Mangold personal communication). However, no captures of Atlantic Sturgeon have occurred upstream of Indian Head, which is more than 20 river miles downstream from the Long Bridge Study Area (USFWS 2013). Only seven hatchery-reared Atlantic sturgeon were caught

within the Potomac River, all downriver of Cobb Island except for one capture off Colonial Beach and one near the mouth of Mattawoman Creek (Mangold 2007). Atlantic sturgeon are bottom feeders, consuming a wide variety of benthic prey. Prey items reported in the diet of Atlantic sturgeon include crustaceans, mollusks, amphipods, polychaete and oligochaete worms, insect larva, fish, and gastropods (NMFS 2007, Guilbard et al. 2007). Foraging habitat of juvenile and subadult Atlantic sturgeon is typically within the freshwater/saltwater interface of tidal rivers (NMFS 2007). So, while foraging habitat occurs within the Action Area, adults would only potentially be using it during migrations to and from potential spawning habitat upstream of the Action Area and early juvenile sturgeon moving out of the freshwater tidal reach into the upper Bay estuary.

On August 17, 2017, NOAA Fisheries designated critical habitat for the five listed distinct population segments (DPSs) of Atlantic sturgeon found in U.S. waters (Gulf of Maine, New York Bight, and Chesapeake Bay DPSs: 81 FR 35701; Carolina and South Atlantic DPSs: 81 FR 36078). The action proposed for this project would occur in an area designated as critical habitat for the Atlantic sturgeon Chesapeake Bay DPS.

The critical habitat rules identified four essential physical and biological features necessary for the conservation of the species. The term “physical or biological features” is defined as the features that support the life-history needs of the species, including, but not limited to, water characteristics, soil type, geological features, sites, prey, vegetation, symbiotic species or other features. The four essential physical and biological features are:

1. Hard bottom substrate (e.g., rock, cobble, gravel, limestone, boulder, etc.) in low salinity waters (i.e., 0.0 to 0.5 parts per thousand range) for settlement of fertilized eggs, refuge, growth, and development of early life stages;
2. Aquatic habitat with a gradual downstream salinity gradient of 0.5 to 30 parts per thousand and soft substrate (e.g., sand, mud) downstream of spawning sites for juvenile foraging and physiological development;
3. Water of appropriate depth and absent physical barriers to passage (e.g., locks, dams, reservoirs, gear, etc.) between the river mouth and spawning sites necessary to support: (1) Unimpeded movement of adults to and from spawning sites; (2) seasonal and physiologically dependent movement of juvenile Atlantic sturgeon to appropriate salinity zones within the river estuary; and (3) staging, resting, or holding of subadults or spawning condition adults. Water depths in main river channels must also be deep enough (e.g., ≥ 1.2 m) to ensure continuous flow in the main channel at all times when any sturgeon life stage would be in the river; and
4. Water, especially in the bottom meter of the water column, with the temperature, salinity, and oxygen values that, combined, support: (1) spawning; (2) annual and interannual adult, subadult, larval, and juvenile survival; and (3) larval, juvenile, and subadult growth, development, and recruitment (e.g., 13°C to 26°C for spawning habitat and no more than 30°C for juvenile rearing habitat, and 6 mg/L dissolved oxygen for juvenile rearing habitat).

Foraging habitat and water quality attributes appear suitable for some life stages of Atlantic sturgeon, and spawning habitat occurs upstream of the Action Area. However, as noted above, Atlantic sturgeon are unlikely to be present within the Action Area based on historic occurrences within the Potomac River.

Effects Determination

Habitat Modification

Direct Effects - The proposed bridge replacement project would result in the permanent disturbance of bottom sediments for the installation of 22 new bridge piers within the Potomac River. Each finished bridge pier would be approximately 8 feet by 42 feet in size, resulting in a permanent displacement of bottom substrate of approximately 7,392 square feet. The potential bike-pedestrian bridge would also have 22 in-water piers that would be approximately 6 feet in diameter. This would add another approximately 622 square feet of permanent impact to suitable sturgeon foraging habitat. Much of this displaced bottom substrate is suitable foraging habitat for shortnose and Atlantic sturgeon. Therefore, this would represent a worse case impact of approximately 8,014 square feet (0.18 acre) of suitable sturgeon foraging habitat. The Potomac River in this location is over 2,200 feet wide and the Action Area contains over 200 acres of suitable sturgeon foraging habitat. Therefore, the suitable foraging area permanently removed would be approximately 0.09 percent of the total Action Area, which is a relatively small area within the river, and plenty of foraging habitat would still be available to sturgeon. Therefore, the permanent impacts to sturgeon habitat would be localized, too small to be meaningfully measured or detected, and would be considered insignificant.

The project would also involve the temporary installation of finger piers and a spud barge during construction. To install the shafts that would anchor each pier to the river bottom, the area surrounding the pier locations would be dewatered. The construction of each pier would involve installation of sheet piles to create enclosed cofferdams. Because bridge piers would be constructed in dry conditions, the installation of the cofferdams and subsequent removal of sediment within the cofferdam would result in mortality to benthic invertebrates, and potentially fish, as well as temporary habitat loss while dewatered. Temporary habitat loss resulting from the construction would total 31,358 square feet in the Potomac River. The dewatering would also result in a localized loss of prey for sturgeon. Following construction and removal of cofferdams and temporary piers, the bottom substrate would be expected to recover to pre-construction conditions. Therefore, the potential effects to sturgeon habitat would be localized, short term, and discountable.

The Action Area mostly lacks vegetated wetlands, except for three tidal wetlands in the southern portion associated with Roaches Run Waterfowl Sanctuary. SAV beds are also present within the Action Area in Roaches Run and two SAV beds are present in the Potomac River. The SAV beds within the Potomac River total approximately 12 acres. There are no anticipated permanent or temporary impacts to wetlands from the construction. However, permanent and temporary impacts to SAV would occur from the construction of the new bridge. Permanent impacts to SAV totaling 1,750 square feet would occur from the placement of a new pier along the northern shoreline of the Potomac River. Additional temporary impacts to approximately 10,820 square feet of SAV would be required for installation of the finger piers along the northern shoreline of the river just upstream from Long Bridge. Following removal of the finger piers post construction, the substrate would be expected to once again become suitable for SAV colonization. The amount of permanent impact to SAV would be only 0.3 percent relative to the quantity of SAV within the Action Area and, therefore, would be insignificant.

Although there would be permanent loss of some SAV and benthic habitat and organisms from the proposed bridge project, this area (0.2 acre) is small relative to the size of the Action Area within the

Potomac River (>200 acres). Any sturgeon opportunistically foraging in the Action Area would reasonably be able to move to other areas within the same reach of the Potomac River where benthic organisms have not been removed or shaded. Also, once constructed, the 22 new in-water piers to support the new rail line and 22 smaller piers to support the bike-pedestrian bridge would provide aquatic invertebrate attachment sites, generating new foraging habitat for sturgeon. Therefore, effects on the availability of prey resources would be localized, too small to be meaningfully measured or detected, and may even be beneficial. The effects are therefore, insignificant.

Indirect Effects – Potential indirect effects to sturgeon habitat could occur from the displacement of sediments upstream or downstream from the immediate construction area. The disturbance of sediments for pile driving activities for bridge piers typically results in total suspended sediment concentrations of approximately 5.0 to 10.0 mg/L above background levels within approximately 300 feet of the pile driving location (FHWA 2012). Therefore, only minor sediment releases would occur during pile driving. Additionally, turbidity curtains would be used around all pile driving activities to further reduce any potential sediment releases from the construction site. Permanent indirect impacts could occur to sturgeon foraging habitat from potential scour around the new bridge piers, though this would likely be very minor and localized. Therefore, the alteration of sturgeon foraging habitat would be localized and insignificant.

In addition to minor permanent and temporary SAV impacts, the new bridge span would result in potential shading impacts to SAV totaling approximately 1,900 square feet. The shading from the additional two-track bridge spans may also reduce the potential spread of adjacent beds. Shading effects of the new bridge may reduce photosynthesis in the area, which forms the basis of benthic food chains, and may reduce the forage base in the shaded area. However, the relative area of effect is again small compared to the overall area of SAV and other foraging habitat in the Action Area. Therefore, the potential effects to sturgeon would be localized and insignificant.

Suspended Sediment

Pile driving and removal have the potential to re-suspend bottom sediments in the vicinity of the construction activity. Resuspension of sediments can have a range of impacts to fish depending on the species and life stages. Lethal levels of total suspended solids (TSS) vary widely among species; one study, which included a representative of tolerant and sensitive species (white perch (*Morone americana*), spot (*Leiostomus xanthurus*), silversides (Atherinidae), bay anchovies (*Anchoa mitchilli*) and menhaden (*Brevoortia* spp.)) found that the tolerance of adult fish for suspended solids ranged from 580 mg/L to 24,500 mg/L (Sherk et al. 1975; NOAA Fisheries 2003). Common impacts to fishes can be classified as biological/physiological or behavioral. Among the biological/physiological impacts are: abrasion of gill membranes resulting in a reduction in the ability to absorb oxygen, decrease in dissolved oxygen concentrations in the surrounding waters and effects on growth rate. Behavioral responses by fishes to increased suspended sediment concentrations include impairment of feeding, impaired ability to locate predators and reduced breeding activity. Increased TSS can inhibit migratory movements as well. Fish, however, are mobile and generally avoid unsuitable conditions in the environment, such as large increases in suspended sediment and noise (Clarke and Wilber 2000). The effects of habitat avoidance are not expected to have widespread consequences for the ecology of the fish community based on their ability to move from the impacted area.

Burton (1993) indicated that concentrations of suspended solids can reach thousands of milligrams per liter before an acute reaction is observed. Lethal effects were demonstrated between concentrations of 580 mg/L for sensitive species and 700,000 mg/L for more tolerant species. Lethal effects were not observed until suspended sediment concentrations exceeded 750 mg/L, at which point 100 percent mortality was observed for bluefish, Atlantic menhaden and white perch. More tolerant species exhibited 50 percent mortality at concentrations above 2,500 mg/L, including silversides (2,500 mg/L), spot (20,340 mg/L), cunner (28,000 mg/L) and mummichog (39,000 mg/L).

While there are no studies on the effects of resuspended sediments on either the shortnose or Atlantic sturgeon, they are routinely encountered in turbid waters (Dadswell et al. 1984) and as such are thought to be highly tolerant of suspended sediment at the levels that are generated by marine construction activities (NOAA Fisheries 2011a). In fact, sturgeon feed on invertebrates that occur both on and within the bottom substrate, and have evolved to tolerate high concentrations of suspended sediment.

The act of feeding by sturgeon itself may lead to substantial resuspension of sediments. In a study of Atlantic sturgeon feeding patterns in the Bay of Fundy, sturgeon feeding activity has been linked to significant quantities of clay and silt becoming redistributed (Pearson et al. 2007). Within the area studied, these researchers estimated as much as 1,220 m³ of sediment was resuspended during the six weeks during which peak sturgeon feeding activity occurred. NOAA Fisheries has also concluded that the effect of suspended sediment concentrations in the range of 10 mg/L to 350 mg/L from dredging, pile driving and other construction activities for a marina project in the Haverstraw Bay region would be insignificant to shortnose sturgeon (NOAA Fisheries 2011b). Citing the literature, concentrations of TSS that are expected to show adverse impacts to fish would be 580 mg/L for the most sensitive species, with 1,000 mg/L being more typical.

Currently, there are little data on the effect of turbidity and suspended sediments on the sturgeon. Sedimentation from construction activities is most likely to affect sturgeon by increasing turbidity in the action area and inhibiting normal behaviors such as migration, resting, and foraging. Dissolved oxygen (DO) may be reduced in areas where increased turbidity occurs. Because mobile juveniles, sub adults and adults will be in the action area, temporary effects to DO will not create adverse effects because the fish can move out of zones where increased turbidity is temporarily lowering DO.

To reduce turbidity from potential sediment releases during construction of the new bridge piers, work would be conducted behind cofferdams. This would allow pile driving of the pier supports in the dry avoiding releases of sediment that can occur if pile driving were to occur in-water. Installation of the sheet piles for the cofferdam can create minor sediment releases, but these will be installed using a vibratory hammer, which minimizes the disturbance to the bottom sediments. Likewise, the 22 six-foot diameter steel shafts that will support the bike-pedestrian bridge will be installed in the wet using a vibratory hammer. This will also result in minor sediment releases into the river. The total suspended sediment levels expected for pile driving (5.0 to 10.0 mg/L) are below those shown to have adverse effect on fish (580.0 mg/L for the most sensitive species, with 1,000.0 mg/L more typical; see summary of scientific literature in Burton 1993) and benthic communities (390.0 mg/L (EPA 1986)). Therefore, we expect any sturgeon encountering an area of increased turbidity to either swim through it or around it, as the area is sufficiently wide, without experiencing adverse effects. Also, as noted above, turbidity curtains would be used during this installation to contain any sediment releases. The expected sediment releases from these activities, therefore, are anticipated to be low, localized, and would occur over a short time frame necessary to construct the cofferdams and install the temporary piers. Consequently, the effects on

sturgeon of suspended sediment from the Long Bridge and bike-pedestrian bridge construction would be extremely unlikely and, therefore, discountable.

Noise

Pile driving can impact fish as a result of pressure waves and sound waves. Pressure waves can kill or seriously injure fish by rupturing their swim bladders. The acoustic effects of pile driving can affect the hearing, swim bladders, and tissue of fish. In addition, pressure and sound waves can cause behavioral effects through displacement of individuals and avoidance from the vicinity of pile driving activities.

The bridge will be composed of 22 approach spans, with substructures comprised of reinforced concrete piers in the river and abutments on shore at the north and south ends of the bridge. To reduce turbidity from potential sediment releases during construction of the new bridge piers, the contractor would perform work behind cofferdams. Installation of the sheet piles for the cofferdam is typically installed using a vibratory hammer, which has lower sound levels than an impact hammer. The cofferdams would allow pile driving of the pier supports in the dry, minimizing the noise impacts caused driving those piles. Construction of the 22 6-foot-diameter steel shafts for the bike-pedestrian bridge piers would be done in the wet. Construction would also involve installing temporary finger piers and a spud barge in the wet. The spud barge would utilize two, 36-inch diameter spuds that would be dropped from a crane to penetrate the bottom and would not necessitate the use of a hammer. The finger piers would be built with three piles per support. The south side of the Action Area would extend approximately 100 feet out and require 18 24-inch diameter steel piles and the north side would extend approximately 300 feet out, requiring 60 24-inch-diameter steel piles. These piles would likely be installed using an impact hammer. The depth of pile driving will be dependent upon the depth of the water and the depth to pile refusal. The duration of driving of each pile would also vary with these variables. To mitigate the noise effects of pile driving, the project would start pile driving with several light taps to allow mobile fish to move away from the area. This soft start technique would involve a low-energy start-up (e.g., hammer operated at 50% capacity) over a period of 15 to 40 minutes to allow fish to leave the area. The use of cushion blocks would also be explored to further reduce noise and pressure wave effects.

Project-specific pile driving information, estimated sound levels, and distances to sturgeon injury and behavioral effects are presented in **Tables 1 and 2**. This information was obtained from the NMFS Greater Atlantic Regional Fisheries Office (GARFO) acoustics tool for proposed 24-inch steel sheets for the cofferdam construction and 24-inch steel piles for the temporary finger piers. For the bike-pedestrian bridge piers, two representative cast in steel shell sizes were used, as the GARFO acoustic tool did not show a 72-inch pipe example. The examples used are for a slightly smaller and larger steel pipe for comparison.

Exposure to underwater noise levels of 206 dBPeak and 150 dBsSEL can result in injury to sturgeon. These noise levels refer to the maximum instantaneous sound pressure in water and the single strike sound exposure level expressed in decibels. These injurious pressure levels are not expected to harm sturgeon during installation of the cofferdams for the main railroad bridge piers because the sheets will be installed using a vibratory hammer. Injurious pressure levels are also not expected during installation of the bike-pedestrian bridge piers or the temporary finger pier piles because of the initial use of the soft start pile driving technique, described above, that should warn sturgeon to move away from this zone before the higher levels are reached during full impact pile driving. Also, if during the drilling of test piles, it is determined that sound or pressure waves greatly exceed acceptable levels, cushion blocks would be used to further reduce potential fish impacts.

Table 1. Proxy-based estimates for underwater noise.

Type of Pile	Hammer Type	Estimated Peak Noise Level (dB _{Peak})	Estimated Pressure Level (dB _{RMS})	Estimated Single Strike Sound Exposure Level (dB _{sSEL})
24" AZ Steel Sheet	Vibratory	182	165	165
24" Steel Pipe	Impact	203	189	178
60" CISS Steel Pipe	Cushioned Impact	199	184	174
96" CISS Steel Pipe	Cushioned Impact	209	194	184

Table 2. Estimated distances to sturgeon injury and behavioral thresholds.

Type of Pile	Hammer Type	Distance (ft) to 206dB _{Peak} (injury)	Distance (ft) to sSEL of 150 dB (surrogate for 187 dBcSEL injury)	Distance (ft) to Behavioral Disturbance Threshold (150 dB _{RMS})
24" AZ Steel Sheet	Vibratory	NA	40.0	40.0
24" Steel Pipe	Impact	NA	103.3	140.0
60" CISS Steel Pipe	Cushioned Impact	NA	58.0	78.0
96" CISS Steel Pipe	Cushioned Impact	16.0	78.0	98.0

In addition to the sound exposure criteria related to the energy received from a single pile strike, the potential for injury exists for multiple exposures to noise over a period of time. This cumulative sound exposure is accounted for by the cSEL threshold. It represents the cumulative sound energy over a specific time, such as the length of time to install a pile. When it is not possible to accurately calculate the distance to the 187 dB_{cSEL}, the distance to the 150 dB_{sSEL} is calculated. This 150 dB_{sSEL} is the threshold at which sturgeon would suffer injury from a single strike sound wave exposure. Thus, to avoid injury to sturgeon, the maximum distance must be calculated to where the sound energy is attenuated to 150 dB_{sSEL}. For this project, the distance to the 150 dB_{sSEL} isopleth ranges from 230 to 339 feet (depending on the pile type). Therefore, to be exposed to potentially injurious levels of noise during installation of the piles, a sturgeon would need to be within 230 to 339 feet of the pile being driven to be exposed to this noise for any prolonged time period. This is extremely unlikely to occur as sturgeon would be expected to modify their behavior and move away from the area upon exposure to underwater noise levels of 150 dB_{RMS} (the sound pressure threshold for causing behavioral effects to sturgeon). Given that sturgeon would be exposed to levels of noise that cause behavioral modification (at 295 to 459 ft, depending on the

pile) before being exposed to injurious levels of noise (at 230 to 339 ft), sturgeon would be expected to move away from the sound source and never be exposed to potentially injurious levels of underwater noise. If any sturgeon are within 339 feet of the pile at the time pile driving commences, injury to sturgeon is still not expected to occur. This is because the cSEL injury threshold is cumulative (requiring prolonged exposure to the noise at that level). Sturgeon would be expected to leave the area in a matter of seconds once pile driving commences. The initiation of daily pile driving with a soft start technique referenced above should also give any sturgeon in the area time to move out of the range of any injurious sound waves. Therefore, no injury to sturgeon is anticipated.

As noted above, behavioral effects, such as avoidance or disruption of foraging activities, may occur to sturgeon exposed to noise above 150 dB_{RMS}. Noise levels are expected to be below 150 dB_{RMS} at distances beyond approximately 295 to 459 feet from the pile being installed (depending on the pile type). Should sturgeon move into the Action Area where the 150 dB_{RMS} isopleth extends, as described above, it is likely that sturgeon would modify their behavior to immediately move away from the ensonified area and out of the project Action Area. If any movements away from the ensonified area do occur, it is extremely unlikely that these movements would affect essential sturgeon behaviors (e.g., spawning, foraging, resting, and migration), as the area is not a spawning or overwintering area, and the Potomac River is sufficiently large to allow sturgeon to avoid the ensonified area while continuing to forage and migrate. Given that sturgeon would only need to move short distances to avoid disturbing levels of noise, any effects cannot be meaningfully measured or detected. Therefore, effects are localized and insignificant.

Increased Vessel Traffic

During project construction, a small incremental increase in vessel traffic in the Potomac River would occur (i.e., barges, support vessels, etc.). The approximate size and type of vessel (i.e., deep draft, cargo, barge etc.), travel routes, and number of trips is currently unknown. Sturgeon may be injured or killed as a result of being struck by boat hulls or by propellers. The factors relevant to determining the risk to these species from vessel strikes vary, but may be related to the size and speed of the vessels, navigational clearance (i.e., depth of water and draft of the vessel) in the area where the vessel is operating, and the behavior of individuals in the area (e.g., foraging, migrating, overwintering, etc.). There is a posted speed limit within the Potomac River upstream of the Arlington Memorial Bridge of 6 statute miles per hour. This lies upstream of the project Action Area; however, only recreation and a few commercial boats are able to navigate beneath the 18-foot vertical clearance of the existing Long Bridge. Therefore, the majority of vessel traffic within the Action Area is expected to be slow moving, minimizing potential collisions with sturgeon.

We have considered the likelihood that a temporary increase in vessel traffic associated with the in-water construction activities would increase the risk of interactions between listed species and vessels in the Action Area, in addition to the baseline conditions. The use of a barge and tugs would create a small, localized, temporary increase in related vessel traffic. Upon completion of the proposed action, the barge and tug traffic would be replaced by recreational vessel traffic. Given the existing volume of recreational vessel traffic in the immediate area and the total number of vessels operating in the Potomac River, the anticipated increase in traffic associated with this project is too small to be meaningfully measured or detected. Based on this information, we believe the effects of vessel traffic on sturgeon resulting from the in-water construction and disposal activities are localized and insignificant.

Effects to Proposed Critical Habitat

New bridge piers and bridge abutments would permanently disturb bottom substrate, thus reducing available foraging habitat for adult shortnose or Atlantic sturgeon and disturbing Critical Habitat for Atlantic sturgeon. As noted under Habitat Modification above, 7,392 square feet of bottom substrate would be permanently disturbed by the 22 in-water piers proposed for the new railroad bridge, and 622 square feet would be permanently disturbed by installation of 22 piers for the bike-pedestrian bridge. This would represent 8,014 square feet (0.18 acre) of Atlantic sturgeon Critical Habitat impact as well. This area of permanently removed Critical Habitat foraging area is relatively small in the overall extent of the undisturbed adjacent area of the river (over 200 acres within the Action Area), and sufficient foraging habitat would still be available to sturgeon. Therefore, the permanent impacts to sturgeon and Atlantic sturgeon Critical Habitat would be considered localized and insignificant.

The Potomac River critical habitat unit contains all four of the listed physical features (referred to as physical or biological features (PBF)); however, the action area only contains three PBFs: PBF 2, 3, and 4, as PBF 1 is not present because the salinity level present in the action area exceeds that identified in PBF 1 (0-0.5 ppt).

Once critical habitat is designated, section 7(a)(2) of the ESA requires that a federal action not destroy or adversely modify the critical habitat. We have analyzed the potential impacts of the proposed action on this designated critical habitat, inclusive of the three PBFs present in the Potomac River action area that have been deemed essential to the conservation of the species and which may require special management considerations or protections. For each PBF, we identify those activities that may affect the PBF. For each feature that may be affected by the action, we then determine whether any effects to the feature are adverse, insignificant, discountable, or entirely beneficial. In making this determination, we consider the action's potential to affect how each PBF supports Atlantic sturgeon's conservation needs in the action area. Part of this analysis is consideration of whether the action will have effects on the ability of Atlantic sturgeon to access the feature, temporarily or permanently, and consideration of the effect of the action on the action area's ability to develop the feature over time. We have determined that the effects to these PBFs from the proposed action will be insignificant or discountable for the following reasons.

- PBF 1 –
The Potomac River portion of the action area is characterized by soft sediments in mesohaline waters; therefore, spawning habitat, with hard bottom habitat and salinities between 0 and 0.5 ppt is not present. Based on this information, there will be no adverse effects to PBF 1.
- PBF 2 –
The project has the potential to impact soft bottom substrates within transitional salinity zones between the river mouth and spawning sites suitable for juvenile foraging and physiological development; however, these impacts are limited to a maximum area of approximately 0.72 acre from the temporary finger pier and another 0.18 acre of permanent impact from the bridge footprint and the bike-pedestrian bridge (piles and shaded area), which represents approximately 0.45 percent of the action area. This is a very small portion of the action area, with only 0.09 percent (overall 0.18-acre bridge and bike-pedestrian bridge footprint including piles and shaded area) being affected permanently. The temporarily affected portion of the action area would be able to recover over time and would still be able to support juvenile foraging and physiological

development of Atlantic sturgeon after the construction of the bridge. Additionally, due to the expanse of the feature within the action area and the tidal nature of the waterbody, the project does not have the potential to impact salinity gradients. Based on the fact that this area is not known to support aggregating sturgeon, and sturgeon are likely to migrate through and opportunistically forage, the effects of a 0.09 percent permanent loss and 0.36 percent temporary impact to ubiquitous soft-sediment habitat on juvenile foraging or physiological development will be so small that they cannot be meaningfully measured, evaluated, or detected. Therefore, any effects on the value of PBF 2 in the action area to the conservation of the species are insignificant.

- PBF 3 –

The action area will maintain water of appropriate depth and no permanent physical barriers to passage will result from construction activities, nor will any temporary impediments to passage occur (i.e., turbidity, sound, vessel traffic) between the river mouth and spawning sites. Additionally, no shifts in salinity that may represent an impediment to passage, as a result of the project will occur. The action area is located within a tidal portion of the Potomac River with mesohaline waters, thus tidal flux plays a large role in the variability in the system. The construction of a new bridge adjacent to the existing bridge will not permanently alter salinity patterns in the action area.

The Potomac River at the bridge location is less than 0.5 mile in width with the greatest depths reaching up to 23 feet. The bridge itself is a pile supported structure allowing free passage of fish of all applicable life stages through the action area. The installation of a temporary finger pier could occupy approximately 0.36 percent of the river at the bridge site; however, this would not substantially alter velocities in the remaining width of the river and would allow free passage of fish throughout the remaining open portions of the river. Performance standards for the contract will include water clarity criteria and will ensure that underwater noise generated by construction activities will not prevent movements of the Atlantic sturgeon. Additionally, turbidity related to the project is under levels shown to elicit a response in sturgeon, and all vessel traffic will be temporary and does not represent an impediment to passage. Therefore, it is extremely unlikely that the effects of the action will impede the movement of adults to and from spawning sites or interfere with the seasonal and physiologically dependent movement of juvenile Atlantic sturgeon to appropriate salinity zones within the river estuary or impede the staging, resting, or holding of subadults or spawning condition adults in the present or future. Therefore, the effects to the value of PBF 3 to the conservation of the species are discountable.

- PBF 4 –

The project does not have the potential to cause permanent impacts to temperature and dissolved oxygen levels within the action area between the river mouth and potential spawning sites. The action also does not have the potential to impact temperature, salinity and dissolved oxygen levels that would affect annual and inter-annual adult, subadult, larval, and juvenile survival; and larval, juvenile, and subadult growth, development, and recruitment. No permanent impacts to salinity, dissolved oxygen, or temperature are anticipated to result from any aspect of the construction of the bridge, or vessel traffic related to the project. Because in-water activities will only have minor effects on overall depth within the action area, the action will not alter temperature regimes as a result of depth changes. Vessel traffic effects are extremely unlikely.

For DO, the only pathway for the proposed dredging to impact levels is through increased suspended sediments and turbidity. Sediments suspended during pile driving may have minor, temporary, localized effects on DO levels, but we expect sediment to settle out of the water column within several hours before effects would impact the value of the feature for any life stage of Atlantic sturgeon. Because the effects of the action to water quality are sporadic and intermittent, the action will not affect the ability of the feature to develop over time. To summarize, we expect the effects of the action on the value of PBF 4 to the conservation of the species to be too small to be meaningfully measured or detected, and are therefore, insignificant.

Based on the analysis of anticipated effects resulting from the proposed action in conjunction with the proposed avoidance and minimization measures to be employed, it is concluded that the action May Affect - Not Likely to Adversely Affect - the designated critical habitat for the Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) within the action area. Numerous best management practices and avoidance and minimization measures, as discussed previously, will be implemented based on the best available information in order to avoid and minimize effects of the project on the species and its critical habitat. Based on the best available scientific information, it is anticipated that the proposed action would result in discountable and insignificant effects to the Atlantic sturgeon critical habitat and that no destruction or adverse modification to its critical habitat will occur.

Conclusions

Based on the analysis, we have determined that the construction of the Long Bridge Project may affect, but is not likely to adversely affect shortnose and Atlantic sturgeon and Atlantic sturgeon Critical Habitat. Additional impact minimization techniques will be investigated as the project moves into more detailed design phases, further reducing potential effects on shortnose and Atlantic sturgeon and Atlantic sturgeon Critical Habitat within the Action Area. We certify that we have used the best scientific and commercial data available to complete this analysis. We request your concurrence with this determination.

Sincerely,



Marlys Osterhues
Chief, Environment and Project Engineering Division
Office of Railroad Policy and Development

Attachments:

- Attachment 1 – Vicinity Map
- Attachment 2: Project Review Email
- Attachment 3: Structures Study Report
- Attachment 4: Conceptual Engineering Plans
- Attachment 5: RTE Species Action Area
- Attachment 6: Potomac River Depths and Navigation Channel

cc: Anna Chamberlain, DDOT

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September 30, 2019

Mr. David Valenstein
Senior Advisor for Major Projects and Credit Programs
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590
Via email: david.valenstein@dot.gov

RE: Federal Consistency Determination for the Long Bridge Project, U.S. Department of Transportation-Federal Railroad Administration, Arlington County, DEQ 19-094F.

Dear Mr. Valenstein:

The Commonwealth of Virginia has completed its review of the Federal Consistency Determination (FCD) for the above-referenced project. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of FCDs submitted under the Coastal Zone Management Act and responding to appropriate officials on behalf of the Commonwealth. This letter is in response to the FCD dated July 7, 2019 (received August 8, 2019), submitted by the U.S. Department of Transportation-Federal Railroad Administration. The following agencies participated in this review:

Department of Environmental Quality
Department of Game and Inland Fisheries
Department of Conservation and Recreation
Marine Resources Commission
Department of Historic Resources
Department of Health

In addition, Arlington County and the Northern Virginia Regional Commission were invited to comment on the proposal.

PROJECT DESCRIPTION

The Federal Railroad Administration (FRA), District of Columbia Department of Transportation (DDOT) and the Virginia Department of Rail and Public Transportation (DRPT), propose to make improvements to the Long Bridge which crosses the Potomac River between Arlington, Virginia and Washington, D.C. The FRA is the lead federal agency, DDOT is the joint lead agency and DRPT (applicant) will be the Project Sponsor for final design and construction. The proposed project includes two elements:

- 1) the construction of a new railroad bridge with two tracks crossing the Potomac River and
- 2) a multi-use path that will also be bridged across the Potomac River.

Action Alternative A (Preferred Alternative) proposes the addition of a new two-track bridge over the George Washington Memorial Parkway (GWMP) and Potomac River while retaining the existing Long Bridge. The Project Area in Virginia is defined as the approximately 2,500 feet of the corridor between RO Interlocking and the southern shoreline of the Potomac River. The Project would tie into DRPT's proposed four-track crossover alignment at RO Interlocking by adding two new tracks northwest of the existing two tracks that lead to the Long Bridge. The two new tracks would continue north adjacent to Long Bridge Park and then cross over the GWMP on a new, 36-foot wide railroad northwest of the existing railroad bridge. After bridging the GWMP roadway, the new two tracks would be situated on fill over a short section supported by retaining walls before bridging over the Mount Vernon Trail (MVT) and Potomac River.

The southern end of the bike-pedestrian trail would connect to a path at the northern end of the Long Bridge Aquatic Center Project in Long Bridge Park, which is currently under construction and scheduled for completion in 2021. The bike-pedestrian path would then bridge over the GWMP, MVT, and the Potomac River on a separate, 15-foot wide bridge located 25 feet northwest (upstream) from the new railroad bridge. A ramp near the shoreline of the Potomac River would connect the bike-pedestrian bridge to the MVT.

PUBLIC PARTICIPATION

In accordance with Title 15, Code of Federal Regulations (CFR), §930.2, the public was invited to participate in the review of the FCD. Public notice of this proposed action was published in the OEIR Program Newsletter and on the DEQ website from August 20, 2019 through September 13, 2019. No public comments were received in response to the notice.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the Coastal Zone Management Act of 1972 (CZMA), as amended, and the federal consistency regulations implementing the CZMA (15 CFR, Part 930, Subpart C, Section 930.30 *et seq.*), federal activities located inside or outside of Virginia's designated coastal management area that can have reasonably foreseeable effects on coastal resources or coastal uses must be implemented in a manner consistent, to the maximum extent practicable, with the Virginia Coastal Zone Management (CZM) Program. The Virginia CZM Program consists of a network of programs administered by several agencies. The DEQ coordinates the review of FCDs with agencies administering the [enforceable](#) and [advisory](#) policies of the Program.

FEDERAL CONSISTENCY CONCURRENCE

Based on our review of the consistency determination and the comments submitted by agencies administering the enforceable policies of the Virginia CZM Program, DEQ concurs that the proposal is consistent to the maximum extent practicable with the Program provided all applicable permits and approvals are obtained as described below. If, prior to implementation, the proposed activities should change significantly and any of the enforceable policies of the Virginia CZM Program would be affected, pursuant to 15 CFR, Part 930, Subpart C, §930.46(a), FRA must submit supplemental information to DEQ for review and approval. However, other state approvals which may apply to this project are not included in this consistency concurrence. Therefore, the applicant must ensure that this project is constructed and operated in accordance with all applicable federal, state and local laws and regulations.

FEDERAL CONSISTENCY ANALYSIS

According to information in the FCD, the proposed project would have no effect on the following enforceable policies: fisheries management, subaqueous lands management, wetlands management, dunes management, point source pollution control; and shoreline sanitation. The agencies responsible for the administration of the enforceable policies of the Virginia CZM Program generally agree with the determination. FRA must ensure that the proposed action is consistent with the aforementioned policies. In addition, the FRA is encouraged to consider the effects of the proposal on the advisory policies of the Virginia CZM Program, in accordance with 15 CFR §930.39(c) of the CZMA federal consistency regulations. The analysis which follows responds to the discussion of the enforceable policies of the Virginia CZM Program that apply to this project and review comments submitted by agencies that administer the enforceable policies.

1. Fisheries Management. According to the FCD (pages 5 and 6), the Project would not encroach into any aquatic habitat within the Commonwealth of Virginia and therefore would not affect aquatic biota. FRA coordination with the National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) confirmed that no Essential Fish Habitat exists within the Project Area.

1(a) Agency Jurisdiction. The fisheries management enforceable policy is administered by the Virginia Marine Resources Commission (VMRC) (Virginia Code §28.2-200 to §28.2-713) and the Department of Game and Inland Fisheries (DGIF) (Virginia Code §29.1-100 to §29.1-570). In addition, the Virginia Department of Health (VDH) Division of Shellfish Sanitation (DSS) is responsible for protecting the health of the consumers of molluscan shellfish and crustacea by ensuring that shellfish growing waters are properly classified for harvesting, and that molluscan shellfish and crustacea processing facilities meet sanitation standards.

1(b) Agency Findings.

(i) Virginia Marine Resources Commission

VMRC finds that there are no fisheries or shellfish resources under its jurisdiction in close proximity to the project area. Therefore, no authorization is required from VMRC for potential project effects to fishery resources. Should the proposed project change, a new review by VMRC may be required.

(ii) Department of Game and Inland Fisheries

DGIF notes that the Potomac River has been designated a Confirmed Anadromous Fish Use Area. In addition, the federal-listed Endangered Atlantic sturgeon is known from the Potomac River.

(iii) Virginia Department of Health

VDH-DSS did not indicate that the project would impact shellfish waters under its jurisdiction.

1(c) Recommendation. DGIF recommends coordination with NOAA Fisheries Service and Maryland Department of Natural Resources regarding potential impacts upon the Potomac River and the species it supports.

1(d) Conclusion. The project is consistent to the maximum extent practicable with the fisheries management enforceable policy of the Virginia CZM Program, provided adherence to erosion and sediment controls.

For additional information regarding these comments, contact VMRC, Mark Eversole at (757) 247-8028 or mark.eversole@mrc.virginia.gov, DGIF, Amy Ewing at (804) 367-2211 or amy.ewing@dgif.virginia.gov, and/or VDH-DSS, Adam Wood at (804) 864-7479 or adam.wood@vdh.virginia.gov.

2. Subaqueous Lands Management. According to the FCD (page 6), the Project would not affect subaqueous lands within the Commonwealth of Virginia. The Potomac

River at the Project Area is within the District of Columbia, and none of the subaqueous river bottom falls within the Commonwealth of Virginia.

2(a) Agency Jurisdiction. The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Department of Environmental Quality. The program is administered by the Virginia Marine Resources Commission (Virginia Code §28.2-1200 to §28.2-1213).

2(b) Agency Findings. VMRC concurs that no impacts are expected to state-owned submerged lands. Should the proposed project change, a new review by VMRC may be required.

2(c) Conclusion. The proposed action is consistent to the maximum extent practicable with the subaqueous lands management enforceable policy of the Virginia CZM Program.

For additional information on the above comments, contact VMRC, Mark Eversole at (757) 247-8028 or mark.eversole@mrc.virginia.gov.

3. Wetlands Management. According to the FCD (page 6), wetlands and other waters of the U.S. within the study area were delineated and flagged in the field. The delineated boundaries were field reviewed and approved by the U.S. Army Corps of Engineers (Corps). The FCD concludes that no wetland impacts would result from the construction of the Project.

3(a) Agency Jurisdiction. The wetlands management enforceable policy is administered by the Virginia Marine Resources Commission (tidal wetlands) (Virginia Code §28.2-1301 through 28.2-1320) and the Department of Environmental Quality through the Virginia Water Protection Permit program (tidal and non-tidal wetlands) (Virginia Code §62.1-44.15:20 and Water Quality Certification pursuant to Section 401 of the Clean Water Act).

3(b) Agency Findings.

(i) Virginia Marine Resources Commission

VMRC finds that the project will result in impacts to adjacent tidal wetlands in the project area. However, as proposed, VMRC has no objection to the consistency findings provided by the applicant.

(ii) Department of Environmental Quality

The Virginia Water Protection (VWP) Permit program at the DEQ Northern Regional Office (NRO) did not indicate that the project would impact wetlands under its jurisdiction.

3(c) Requirements.

(i) Virginia Marine Resources Commission

The project will require a permit from VMRC for the proposed impacts to tidal wetlands under its jurisdiction within the project area. The applicant must submit a Joint Permit Application (JPA) to VMRC for the bridge and path construction before installation.

(ii) Department of Environmental Quality

The VWP Permit staff at DEQ-NRO reserves the right to provide comments upon receipt of a JPA requesting authorization to impact state surface waters. DEQ VWP Permit staff will review the JPA in accordance with the VWP permit program regulations and current program guidance.

3(d) Recommendations. In general, DEQ recommends that stream and wetland impacts be avoided to the maximum extent practicable. To minimize unavoidable impacts to wetlands and waterways, DEQ recommends the following practices:

- Operate machinery and construction vehicles outside of stream-beds and wetlands; use synthetic mats when in-stream work is unavoidable.
- Preserve the top 12 inches of trench material removed from wetlands for use as wetland seed and root-stock in the excavated area.
- Erosion and sediment controls should be in place prior to clearing and grading, and maintained in good working order to minimize impacts to state waters. The controls should remain in place until the area is stabilized.
- Place heavy equipment, located in temporarily impacted wetland areas, on mats, geotextile fabric, or use other suitable measures to minimize soil disturbance, to the maximum extent practicable.
- Restore all temporarily disturbed wetland areas to pre-construction conditions and plant or seed with appropriate wetlands vegetation in accordance with the cover type (emergent, scrub-shrub, or forested). The applicant should take all appropriate measures to promote revegetation of these areas. Stabilization and restoration efforts should occur immediately after the temporary disturbance of each wetland area instead of waiting until the entire project has been completed.
- Place all materials which are temporarily stockpiled in wetlands, designated for use for the immediate stabilization of wetlands, on mats, geotextile fabric in order to prevent entry in state waters. These materials should be managed in a manner that prevents leachates from entering state waters and must be entirely removed within thirty days following completion of that construction activity. The

disturbed areas should be returned to their original contours, stabilized within thirty days following removal of the stockpile, and restored to the original vegetated state.

- Flag or clearly mark all non-impacted surface waters within the project or right-of-way limits that are within 50 feet of any clearing, grading, or filling activities for the life of the construction activity within that area. The project proponent should notify all contractors that these marked areas are surface waters where no activities are to occur.
- Employ measures to prevent spills of fuels or lubricants into state waters.

3(e) Conclusion. The project will be consistent to the maximum extent practicable with the wetlands management enforceable policy of the Virginia CZM Program, provided the applicant obtains and complies with any necessary permitting for wetland impacts.

4. Nonpoint Source Pollution Control. The FCD (page 6) states that, the Project would comply with the Virginia Erosion and Sediment Control Program and Virginia Stormwater Management Program (VSMP), both of which are administered by DEQ.

4(a) Agency Jurisdiction. The DEQ Office of Stormwater Management (OSWM) administers the nonpoint source pollution control enforceable policy of the Virginia CZM Program through Virginia Erosion and Sediment Control Law and *Regulations* (VESCL&R) and Virginia Stormwater Management Law and *Regulations* (VSWML&R). In addition, DEQ is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program.

4(b) Requirements.

(i) Erosion and Sediment Control Project-Specific Plans

If the state agency has no previously DEQ-approved Annual Standards and Specifications and the project results in a land-disturbing activity of equal to or greater than 10,000 square feet (2,500 square feet in Chesapeake Bay Preservation Area or local thresholds when they are more stringent than state requirements), the applicant must prepare a project-specific ESC plan and submit it to DEQ-NRO for review and approval. The ESC plan must be approved prior to commencing land-disturbing activity at the project site. All regulated land-disturbing activities associated with the project, including on- and off-site access roads, staging areas, borrow areas, stockpiles, and soil transported from the project site, must be covered by the project-specific ESC plan. The ESC plan must be prepared in accordance with the VESCL and VESCR and the most current version of the *Virginia Erosion and Sediment Control Handbook*.

(ii) Stormwater Management Project-Specific Plans

For state-agency projects that involve a land-disturbing activity of equal to or greater than one acre (2,500 square feet in areas designated as subject to the Chesapeake Bay Preservation Area Regulations) and if the state agency has no previously DEQ-approved Annual Standards and Specifications, the applicant must prepare a project-specific stormwater management (SWM) plan and submit it for review and approval to DEQ-NRO. An approved plan is required prior to initiation of any regulated activities at the project site. The project-specific SWM plan must be prepared in accordance with the VSWML and the Virginia Stormwater Management Program (VSMP) Permit Regulations. In accordance with 9 VAC 25-870-160 individual plans, to the largest extent practicable, shall comply with any locality's VSMP authority's technical requirements adopted pursuant to the Act. It shall be the responsibility of the state agency to demonstrate that the locality's VSMP authority's technical requirements are not practicable for the project under consideration.

(iii) General Permit for Discharges of Stormwater from Construction Activities (VAR10)

The owner/operator of projects involving land-disturbing activities of equal to or greater than one acre is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific stormwater pollution prevention plan (SWPPP).

- The SWPPP must be prepared prior to submission of the registration statement for coverage under the General Permit.
- The SWPPP must address water quality and quantity in accordance with the VSMP Permit Regulations.

General information and registration forms for the general permit are available at <http://www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx>.

4(c) Recommendation. DEQ-NRO recommends that consideration should be given to using permeable paving where appropriate, and that denuded areas are promptly revegetated following construction.

4(d) Conclusion. The project is consistent to the maximum extent practicable with the nonpoint source pollution control enforceable policy of the Virginia CZM Program, provided the applicant complies with the requirements described above.

5. Air Pollution Control. The FCD (page 7) states that the project is located in an area considered a non-attainment area for 8-hour ozone and a maintenance area for carbon monoxide (CO) and PM2.5. Therefore, the Project must comply with Virginia's General Conformity Regulation for non-attainment and maintenance areas. Because the Project will generate <100 tons per year of volatile organic compounds and oxides of nitrogen,

no conformity determination is required and compliance with the General Conformity provisions is demonstrated.

5(a) Agency Jurisdiction. The DEQ air program implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan for the attainment and maintenance of the National Ambient Air Quality Standards. This program is administered by the State Air Pollution Control Board at DEQ (Virginia Code §10-1.1300 through §10.1-1320).

5(b) Agency Findings. According to the DEQ Air Division, the project site is located in an ozone (O₃) nonattainment area and emission control area for volatile organic compounds (VOCs) and oxides of nitrogen (NO_x).

5(c) Recommendation. All precautions should be taken to restrict the emissions of VOCs and NO_x during construction principally by controlling or limiting the burning of fossil fuels.

5(d) Requirements.

(i) Fugitive Dust

During construction, fugitive dust must be kept to a minimum by using control methods outlined in 9 VAC 5-50-60 *et seq.* of the *Regulations for the Control and Abatement of Air Pollution*. These precautions include, but are not limited to, the following:

- Use, where possible, of water or chemicals for dust control;
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials; and
- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

(ii) Open Burning

Should the project include the open-burning of construction or demolition material, or use of special incineration devices, this activity must meet the requirements under 9 VAC 5-130 *et seq.* of the *Regulations* for open burning, and may require a permit. The *Regulations* provide for, but do not require, the local adoption of a model ordinance concerning open burning. The applicant should contact local fire officials to determine what local requirements, if any, exist.

(iii) Asphalt Paving

There are some limitations under 9 VAC 5-40-5490 in the *Regulations*, on the use of “cut-back” (liquefied asphalt cement, blended with petroleum solvents) that may apply in the construction of roads or paths associated with the project. The asphalt must be

“emulsified” (predominantly cement and water with a small amount of emulsifying agent) except when specified circumstances apply. Moreover, there are time-of-year restrictions on its use during the months of April through October in VOC emission control areas.

(iv) Fuel Burning Equipment

The use of fuel burning equipment (e.g. boilers and generators), may require permitting from DEQ prior to beginning construction (9 VAC 5-80, Article 6, Permits for New and Modified Sources). The applicant should contact DEQ-NRO for guidance on whether this provision applies.

5(e) Conclusion. The project will be consistent to the maximum extent practicable with the air pollution control enforceable policy of the Virginia CZM Program, provided the applicant obtains all applicable approvals prior to construction.

6. Coastal Lands Management. The FCD (page 7) states that a portion of the Project within Virginia is located within the Chesapeake Bay Preservation Area (CBPA). Several Resource Protection Area (RPA) buffers are present within the Project Area along the southwest shoreline of the Potomac River, on the northern boundary of Roaches Run, and along tidal wetlands contiguous to Roaches Run. Due to the nature of the bridge construction project, encroachment into the RPA is unavoidable. The FCD notes that the project may qualify for Exemption A under Arlington County Code Chapter 61, Chesapeake Bay Preservation Ordinance § 61-15 *Exemptions for public utilities, railroads, public roads, and facilities*.

6(a) Agency Jurisdiction. The DEQ Local Government Assistance Program (LGAP) administers the coastal lands management enforceable policy of the Virginia CZM Program which is governed by the Chesapeake Bay Preservation Act (Bay Act) (Virginia Code §62.1-44.15 *et seq.*) and *Chesapeake Bay Preservation Area Designation and Management Regulations (Regulations)* (9 VAC 25-830-10 *et seq.*).

6(b) Agency Comments. In Arlington County, the areas protected by the Bay Act, as locally implemented, require conformance with performance criteria. These areas include RPAs and Resource Management Areas (RMAs) as designated by each locality. RPAs include:

- tidal wetlands;
- certain non-tidal wetlands;
- tidal shores; and
- a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow.

RMAs, which require less stringent performance criteria, include all areas of the County not included in the RPA.

6(c) Requirements. DEQ-LGAP confirms that, in accordance with 9 VAC 25-830-150 B of the *Regulations*, the construction, installation, operation, and maintenance of railroads and their appurtenant structures are conditionally exempt from the *Regulations*, provided they are constructed in accordance with the following:

1. regulations promulgated pursuant to the Erosion and Sediment Control Law (§ 10.1-560 *et seq.* of the Code of Virginia) and the Stormwater Management Act (§ 10.1-603.1 *et seq.* of the Code of Virginia);
2. an erosion and sediment control plan and a stormwater management plan approved by DEQ or local water quality protection criteria at least as stringent as the above state requirements; or
3. water quality protection criteria as established by Arlington County at least as stringent as the above state requirements.

6(d) Conclusion. The proposed project is consistent to the maximum extent practicable with the coastal lands management enforceable policy of the Virginia CZM Program, provided the applicant adheres to the above requirements.

ADDITIONAL ENVIRONMENTAL CONSIDERATIONS

In addition to the enforceable policies of the Virginia CZM Program, comments were provided with respect to other applicable requirements and recommendations. The applicant must ensure that this project is constructed and operated in accordance with all applicable federal, state, and local laws and regulations.

1. Solid and Hazardous Waste Management.

1(a) Agency Jurisdiction. On behalf of the Virginia Waste Management Board, the [DEQ Division of Land Protection and Revitalization \(DLPR\)](#) is responsible for carrying out the mandates of the Virginia Waste Management Act (Virginia Code §10.1-1400 *et seq.*), as well as meeting Virginia's federal obligations under the Resource Conservation and Recovery Act and the Comprehensive Environmental Response Compensation Liability Act, commonly known as Superfund.

Virginia:

- Virginia Waste Management Act, Virginia Code § 10.1-1400 *et seq.*
- *Virginia Solid Waste Management Regulations*, 9 VAC 20-81
 - (9 VAC 20-81-620 applies to asbestos-containing materials)
- *Virginia Hazardous Waste Management Regulations*, 9 VAC 20-60
 - (9 VAC 20-60-261 applies to lead-based paints)
- *Virginia Regulations for the Transportation of Hazardous Materials*, 9 VAC 20-110.

Federal:

- Resource Conservation and Recovery Act (RCRA), 42 U.S. Code sections 6901 *et seq.*
- U.S. Department of Transportation *Rules for Transportation of Hazardous Materials*, 49 *Code of Federal Regulations*, Part 107
- Applicable rules contained in Title 40, *Code of Federal Regulations*.

DEQ-DLPR also administers laws and regulations on behalf of the State Water Control Board governing Petroleum Storage Tanks (Virginia Code § 62.1-44.34:8 *et seq.*), including Aboveground Storage Tanks (9 VAC 25-91 *et seq.*) and Underground Storage Tanks (9 VAC 25-580 *et seq.* and 9 VAC 25-580-370 *et seq.*), also known as 'Virginia Tank Regulations' and § 62.1-44.34:14 *et seq.* which covers oil spills.

1(b) Agency Findings. DEQ-DLPR staff conducted a search of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity (500-foot radius) to the project area. DLPR identified two Virginia Remediation Program (VRP) sites, and five petroleum release sites within the project area which might impact the project.

(i) Virginia Remediation Program

1. VRP Number VRP00334, Arlington Industrial Property-North Tract, Old Jefferson Davis Highway, Arlington. Site Type: Industry.
2. VRP Number VRP00152, SEI-Arlington Acquisition Corp. Site, 399 Old Jefferson Davis Hwy, Arlington. Site Type: Other.

(ii) Petroleum Releases

1. PC Number 19993399, Cardinal Concrete, 450 Old Jefferson Davis Hwy, Arlington, Virginia 22201, Release Date: 06/01/1999, Status: Closed.
2. PC Number 19911566, RF and P Facility, 400 Blk Old Jefferson Davis Hwy, Arlington, Virginia 22201, Release Date: 04/24/1991, Status: Closed.
3. PC Number 19920213, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 07/30/1991, Status: Closed.
4. PC Number 19910038, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 05/04/1990, Status: Closed.
5. PC Number 19869985, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 01/10/1986, Status: Closed.

In addition, a zip code (22202) based database search did not find any waste sites of possible concern.

1(c) Requirements.

(i) Waste Management

Any soil, sediment or groundwater that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable federal, state, and local laws and regulations. All construction waste must be characterized in accordance with the *Virginia Hazardous Waste Management Regulations* prior to management at an appropriate facility.

(ii) Asbestos-Containing Materials and Lead-Based Paint

Any structures being demolished, renovated, or removed should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, State regulations 9 VAC 20-81-620 (ACM) and 9 VAC 20-60-261 (LBP) must be followed.

(iii) Petroleum Contamination

If evidence of a petroleum release is discovered during construction, it must be reported to DEQ-NRO in accordance with Virginia Code § 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq.* The disposal of contaminated soils and groundwater must be done in accordance with DEQ regulatory guidelines.

(iv) Petroleum Storage Tanks

The use of above-ground storage tanks (ASTs) with a capacity of greater than 660 gallons for temporary fuel storage (>120 days) during construction must follow the requirements in 9 VAC 25-91-10 *et seq.*

1(d) Recommendations.

(i) Petroleum Releases

The identification of any petroleum release sites should be investigated by the applicant to determine the exact location, nature and extent of any petroleum release and its potential to impact the proposed project. The applicant should contact the DEQ-NRO Tanks Program at (703) 583-3800, for additional information about the Pollution Complaint (PC) cases.

(ii) Pollution Prevention

DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes

generated. All generation of hazardous wastes should be minimized and handled appropriately.

For additional questions or further information regarding waste comments, contact DEQ-DLPR, Carlos Martinez at (804) 698-4575 or carlos.martinez@deq.virginia.gov.

2. Pesticides and Herbicides. DEQ recommends that the use of herbicides or pesticides for construction or landscape maintenance should be in accordance with the principles of integrated pest management. The least toxic pesticides that are effective in controlling the target species should be used to the extent feasible. Contact the Department of Agriculture and Consumer Services at (804) 786-3501 for more information.

3. Natural Heritage Resources.

3(a) Agency Jurisdiction.

(i) [The Virginia Department of Conservation and Recreation \(DCR\) Division of Natural Heritage \(DNH\)](#)

DNH's mission is conserving Virginia's biodiversity through inventory, protection and stewardship. The Virginia Natural Area Preserves Act (Virginia Code §10.1-209 through 217), authorizes DCR to maintain a statewide database for conservation planning and project review, protect land for the conservation of biodiversity, and the protect and ecologically manage the natural heritage resources of Virginia (the habitats of rare, threatened and endangered species, significant natural communities, geologic sites, and other natural features).

(ii) [Virginia Department of Agriculture and Consumer Services \(VDACS\)](#)

The Endangered Plant and Insect Species Act of 1979 (Virginia Code Chapter 39 §3.1-1020 through 1030) authorizes VDACS to conserve, protect and manage endangered and threatened species of plants and insects. Under a Memorandum of Agreement established between VDACS and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

3(b) Agency Findings.

*(i) **Natural Heritage Resources***

According to the information currently in DCR's Biotics Data System (Biotics), natural heritage resources have not been documented within the project boundary including a 100 foot buffer. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. In addition, the project boundary does not intersect any of the predictive models identifying

potential habitat for natural heritage resources.

(ii) State-listed Plant and Insect Species

DCR-DNH finds that the activity will not affect any documented state-listed plants or insects at the site.

(iii) State Natural Area Preserves

DCR files do not indicate the presence of any State Natural Area Preserves under the agency's jurisdiction in the project vicinity.

3(c) Recommendations. Contact DCR-DNH to secure updated information on natural heritage resources if the scope of the project changes or six months pass before the project is implemented, since new and updated information is continually added to the Biotics Data System.

4. Wildlife Resources and Protected Species.

4(a) Agency Jurisdiction. The [Virginia Department of Game and Inland Fisheries \(DGIF\)](http://www.dgif.virginia.gov), as the Commonwealth's wildlife and freshwater fish management agency, exercises enforcement and regulatory jurisdiction over wildlife and freshwater fish, including state- or federally-listed endangered or threatened species, but excluding listed insects (Virginia Code, Title 29.1). DGIF is a consulting agency under the U.S. Fish and Wildlife Coordination Act (16 U.S. Code §661 *et seq.*) and provides environmental analysis of projects or permit applications coordinated through DEQ and several other state and federal agencies. DGIF determines likely impacts upon fish and wildlife resources and habitat, and recommends appropriate measures to avoid, reduce or compensate for those impacts. For more information, see the DGIF website at www.dgif.virginia.gov.

4(b) Agency Recommendations.

(i) General Wildlife Resources

DGIF recommends the following measures to minimize the adverse impacts of linear utility/road project development on wildlife resources:

- Avoid and minimize impacts to undisturbed forest, wetlands, and streams to the fullest extent practicable.
- Maintain undisturbed naturally vegetated buffers of at least 100 feet in width around all on-site wetlands and on both sides of all perennial and intermittent streams.
- Conduct significant tree removal and ground clearing activities outside of the primary songbird nesting season of March 15 through August 15.
- Adhere to erosion and sediment controls during ground disturbance.

- Use matting made from natural/organic materials such as coir fiber, jute, and/or burlap to minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting.

Adherence to these general recommendations may be infeasible in some situations. DGIF staff is available to work with the applicant to develop project-specific measures as necessary to minimize project impacts upon wildlife resources.

(ii) Northern Long-Eared Bat

DGIF recommends coordination with the U.S. Fish and Wildlife Service (USFWS) regarding potential impacts upon the federal-listed Threatened Northern long-eared bat associated with tree removal.

5. Public Water Supply.

5(a) Agency Jurisdiction. [Virginia Department of Health \(VDH\) Office of Drinking Water \(ODW\)](#) reviews projects for the potential to impact public drinking water sources (groundwater wells, springs and surface water intakes). VDH administers both federal and state laws governing waterworks operation.

5(b) Agency Findings. VDH-ODW finds that there are no public groundwater wells within a 1-mile radius of the project site, no surface water intakes located within a 5-mile radius of the project site, and the project is not within the watershed of any public surface water intakes.

5(c) Requirements. Potential impacts to public water distribution systems must be verified by the local utility.

5(d) Conclusion. VDH-ODW concludes that there are no apparent impacts to public drinking water sources due to this project.

For additional information, contact VDH-ODW, Arlene Fields Warren at (804) 864-7781 or arlene.warren@vdh.virginia.gov.

6. Historic and Archaeological Resources.

6(a) Agency Jurisdiction. The Virginia [Department of Historic Resources \(DHR\)](#) conducts reviews of both federal and state projects to determine their effect on historic properties. Under the federal process, DHR is the State Historic Preservation Office (SHPO), and ensures that federal undertakings—including licenses, permits, or funding—comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation at 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of federal projects on properties that are listed or eligible for listing on the National Register of Historic Places. For state projects or activities on state lands, DHR is afforded an opportunity to review and comment on (1)

the demolition of state property; (2) major state projects requiring an EIR; (3) archaeological investigations on state-controlled land; (4) projects that involve a landmark listed in the Virginia Landmarks Register; (5) the sale or lease of surplus state property; (6) exploration and recovery of underwater historic properties; and (7) excavation or removal of archaeological or historic features from caves. Please see DHR's website for more information about applicable state and federal laws and how to submit an application for review:

<http://www.dhr.virginia.gov/StateStewardship/Index.htm>.

6(b) Agency Findings. DHR did not indicate any concerns with the proposal. The FRA is currently in consultation with DHR on this project (file #2016-0932). A Programmatic Agreement (PA) is being drafted.

6(c) Requirement. FRA must continue to coordinate with DHR on the completion of the PA.

7. Floodplain Management.

7(a) Agency Jurisdiction. The [DCR Division of Dam Safety and Floodplain Management \(DSFM\)](#) is the lead coordinating agency for the Commonwealth's floodplain management program and the National Flood Insurance Program (Executive Memorandum 2-97). Pursuant to §10.1-603 of the Virginia Code and in accordance with 44 CFR section 60.12 of the National Flood Insurance Program Regulations for Floodplain Management and Flood Hazard Identification, all construction or land-disturbing activities initiated by an agency of the Commonwealth, or by its contractor, in floodplains shall be submitted to the locality and comply with the locally adopted floodplain management ordinance. New state-owned buildings shall not be constructed within a 100-year floodplain unless a variance is granted by the director of the [Division of Engineering and Buildings \(DEB\) at the Department of General Services \(DGS\)](#) as Building Official for state-owned buildings (Virginia Code, §36-98.1). If a locality is not participating in the National Flood Insurance Program, the project does not need to be reviewed by the locality. State agencies shall submit building construction projects to the Building Official for state-owned buildings for review.

7(b) National Flood Insurance Program. According to the DCR Floodplain Management Program staff, the National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency (FEMA), and communities who elect to participate in this voluntary program manage and enforce the program on the local level through that community's local floodplain ordinance. Each local floodplain ordinance must comply with the minimum standards of the NFIP, outlined in 44 CFR 60.3; however, local communities may adopt more restrictive requirements in their local floodplain ordinance, such as regulating the 0.2% annual chance flood zone (shaded Zone X).

All development within a Special Flood Hazard Area (SFHA) or floodplain, as shown on the locality's Flood Insurance Rate Map (FIRM), must be permitted and comply with the

requirements of the local floodplain ordinance. As per Executive Memorandum 2-97, development in a floodplain by an agency of the Commonwealth, or by its contractor, shall comply with the locally adopted floodplain management ordinance.

The NFIP defines development as “*any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.*” (44 CFR 59.1).

The NFIP defines Special Flood Hazard Area (SFHA) as “*the land in the flood plain within a community subject to a 1 percent or greater chance of flooding in any given year. The area may be designated as Zone A on the FHBM. After detailed ratemaking has been completed in preparation for publication of the flood insurance rate map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V.*” (44 CFR 59.1).

7(c) Requirements. The DCR Floodplain Management Program does not have regulatory authority for projects in the SFHA. The applicant must coordinate with the local floodplain administrator for an official floodplain determination. If the project is located in the SFHA, the project must comply with Arlington County’s local floodplain ordinance and obtain a local permit. Failure to comply with the local floodplain ordinance could result in enforcement action from the locality. In addition, new state-owned buildings shall not be constructed in the SFHA unless a variance is granted by the Department of General Services.

7(d) Recommendations. DCR recommends that compliance documentation for state projects be provided prior to the project being funded. For federal projects, the applicant is encouraged reach out to the local floodplain administrator and comply with the community’s local floodplain ordinance. Use the Virginia Flood Risk Information System (VFRIS) to find flood zone information at www.dcr.virginia.gov/vfris. Local floodplain administrator contact information may be found on DCR’s Local Floodplain Management Directory at www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory.

8. Pollution Prevention. DEQ advocates that principles of pollution prevention and sustainability be used in all construction projects as well as in facility operations. Effective siting, planning, and on-site BMPs will help to ensure that environmental impacts are minimized. However, pollution prevention and sustainability techniques also include decisions related to construction materials, design, and operational procedures that will facilitate the reduction of wastes at the source.

8(a) Recommendations. We have several pollution prevention recommendations that may be helpful in the construction and operation of this project:

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to

minimizing its environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and it recognizes facilities with effective Environmental Management Systems through its Virginia Environmental Excellence Program (VEEP). VEEP provides recognition, annual permit fee discounts, and the possibility for alternative compliance methods.

- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered and can be specified in purchasing contracts.
- Consider contractors' commitment to the environment (such as an EMS) when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for construction and design. These could include asphalt and concrete containing recycled materials, and integrated pest management in landscaping, among other things.
- Integrate pollution prevention techniques into the project's maintenance and operation. Maintenance facilities should be designed with sufficient and suitable space to allow for effective inventory control and preventative maintenance.

DEQ's Office of Pollution Prevention provides information and technical assistance relating to pollution prevention techniques and EMS. For more information, contact DEQ's Office of Pollution Prevention, Meghann Quinn at (804) 698-4021.

REGULATORY AND COORDINATION NEEDS

1. Wetlands Management. Proposed impacts to tidal wetlands under VMRC jurisdiction will require a permit in accordance with Virginia Code §28.2-1301 through §28.2-1320. In addition, review under the Virginia Water Protection Permit program may be required pursuant to Virginia Code §62.1-44.15:20 *et seq.* A JPA may be submitted to VMRC to initiate the review process. For additional information and coordination, contact VMRC, Mark Eversole at (757) 247-8028 or mark.eversole@mrc.virginia.gov, and/or the VWP Permit program at DEQ-NRO, Trisha Beasley at (703) 583-3940 or trisha.beasley@deq.virginia.gov.

2. Erosion and Sediment Control and Stormwater Management.

2(a) Erosion and Sediment Control and Stormwater Management. This project must comply with Virginia's *Erosion and Sediment Control Law* (Virginia Code § 62.1-44.15:61) and *Regulations* (9 VAC 25-840-30 *et seq.*) and *Stormwater Management Law* (Virginia Code § 62.1-44.15:31) and *Regulations* (9 VAC 25-870-210 *et seq.*) as administered by DEQ in Virginia. Activities that disturb 2,500 square feet or more in CBPA's would be regulated by *VESCL&R* and *VSWML&R*. Erosion and sediment control and stormwater management requirements should be coordinated with the DEQ Northern Regional Office, Kelly Vanover at (804) 837-1073 or kelly.vanover@deq.virginia.gov.

2(b) General Permit for Stormwater Discharges from Construction Activities (VAR10). For land-disturbing activities of equal to or greater than one acre, the applicant is required to apply for registration coverage under the Virginia Stormwater Management Program General Permit for Discharges of Stormwater from Construction Activities (9 VAC 25-880-1 *et seq.*). Specific questions regarding the Stormwater Management Program requirements should be directed to DEQ, Holly Sepety at (804) 698-4039 or holly.sepety@deq.virginia.gov.

3. Air Pollution Control. Guidance on minimizing the emission of volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) during construction may be obtained from DEQ-NRO. Activities associated with this project may be subject to air regulations administered by DEQ. The state air pollution regulations that may apply to the construction phase of the project are:

- fugitive dust and emissions control (9 VAC 5-50-60 *et seq.*);
- open burning restrictions (9 VAC 5-130);
- fuel-burning equipment (9 VAC 5-80 *et seq.*); and
- asphalt paving operations (9 VAC 5-40-5490).

The applicant should contact the appropriate local fire officials for information on any local requirements pertaining to open burning. For more information, contact DEQ-NRO, James LaFratta at (703) 583-3928 or james.lafratta@deq.virginia.gov.

4. Coastal Lands Management. The project must comply with the requirements of the Bay Act (Virginia Code §§ 62.1-44.15:67 through 62.1-44.15:78) and *Regulations* (9 VAC 25-830-10 *et seq.*) as administered by DEQ. The development of roads and bridges are exempt under 9 VAC 25-830-150.B.1 of the *Regulations* provided certain conditions are met. For additional information and coordination, contact the DEQ-OLGP, Daniel Moore at (804) 698-4520 or daniel.moore@deq.virginia.gov.

5. Solid and Hazardous Wastes.

5(a) Solid and Hazardous Waste Management Regulations. All solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations. For additional information concerning location and availability of suitable waste management facilities in the project area or if free product, discolored soils, or other evidence of contaminated soils are encountered, contact DEQ-NRO, Richard Doucette at (703) 583-3813 or richard.doucette@deq.virginia.gov.

5(b) Asbestos-Containing Material. The owner or operator of a demolition activity, prior to the commencement of the activity, is responsible to thoroughly inspect affected structures for the presence of asbestos, including Category I and Category II nonfriable asbestos containing material (ACM). Upon classification as friable or non-friable, all waste ACM shall be disposed of in accordance with the Virginia Solid Waste Management Regulations (9 VAC 20-80-640), and transported in accordance with the

Virginia regulations governing Transportation of Hazardous Materials (9 VAC 20-110-10 *et seq.*). Contact the DEQ-NRO, Richard Doucette at (703) 583-3813 or richard.doucette@deq.virginia.gov and the Department of Labor and Industry, Doug Wiggins (540) 562-3580 ext. 131 for additional information.

5(c) Lead-Based Paint. This project must comply with the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) regulations, and with the Virginia Lead-Based Paint Activities Rules and Regulations. For additional information regarding these requirements contact the Department of Professional and Occupational Regulation at (804) 367-8500.

5(d) Petroleum Contamination. In accordance with Virginia Code §§ 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq.*, contact DEQ-NRO, Randy Chapman at (703) 583-3816 or randy.chapman@deq.virginia.gov, if evidence of a petroleum release is discovered during construction of this project.

5(e) Petroleum Storage Tanks. The use of above-ground ASTs with a capacity of greater than 660 gallons for temporary fuel storage (>120 days) must be conducted in accordance with 9 VAC 25-91-10 *et seq.* Contact DEQ-NRO, Randy Chapman at (703) 583-3816 or randy.chapman@deq.virginia.gov, for additional details.

6. Natural Heritage Resources. Contact DCR-DNH, Rene Hypes at (804) 371-2708 or rene.hypes@dcr.virginia.gov, to secure updated information on natural heritage resources if the scope of the project changes and/or six months has passed before it is utilized, since new and updated information is continually added to the Biotics Data System.

7. Wildlife Resources and Protected Species.

7(a) Northern Long-Eared Bat. Coordinate with the USFWS Virginia Field Office at (804) 693-6694, regarding potential impacts upon the federal-listed Threatened Northern long-eared bat associated with tree removal.

7(b) Wildlife Protection. Contact DGIF, Amy Ewing at (804) 367-2211 or amy.ewing@dgif.virginia.gov, on recommendations for the general protection of wildlife resources associated with the reconstruction.

8. Historic and Archaeological Resources. In accordance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulation 36 CFR 800, FRA must continue to coordinate with DHR on the completion and execution of a Programmatic Agreement. For additional information and coordination, contact DHR, Adrienne Birge-Wilson at (804) 482-60920 or adrienne.birge-wilson@dhr.virginia.gov.

9. Floodplain Management. The propose project must comply with Arlington County's local floodplain ordinance. For additional information and coordination, contact

Arlington County, Elizabeth Thurber, PE at (703) 228-3363 or ethurber@arlingtonva.us. For information on any applicable state building floodplain requirements contact DGS-DEB, Mike Coppa at (804) 786-4398 or mike.coppa@dgs.virginia.gov.

10. Water Supply and Wastewater Treatment. Contact the Arlington County Department of Environmental Services at (703) 228-5000, to ensure that the project meets local requirements with respect to any impacts on water and sewer infrastructure.

Thank you for the opportunity to review and respond to the FCD for the Long Bridge Project in Arlington County. The detailed comments submitted by reviewing agencies are attached. Please contact me at (804) 698-4204 or John Fisher at (804) 698-4339 for clarification of these comments.

Sincerely,



Bettina Rayfield, Program Manager
Environmental Impact Review and Long-Range
Priorities

Enclosures

Ec: Amy Ewing, DGIF
Robbie Rhur, DCR
Tony Watkinson, VMRC
Roger Kirchen, DHR
Arlene Fields Warren, VDH
James Cromwell, VDOT
Mark Schwartz, Arlington County
Bob Lazaro, NOVA Region
Katherine Youngbluth, DDOT

**DEPARTMENT OF ENVIRONMENTAL QUALITY
DIVISION OF AIR PROGRAM COORDINATION**

ENVIRONMENTAL REVIEW COMMENTS APPLICABLE TO AIR QUALITY

TO: John E. Fisher

DEQ - OEIR PROJECT NUMBER: **DEQ #19-094F**

PROJECT TYPE: ☐ STATE EA / EIR ☒ **FEDERAL EA / EIS** ☐ SCC

X CONSISTENCY DETERMINATION

PROJECT TITLE: **Long Bridge Project**

PROJECT SPONSOR: **USDOT/Federal Railroad Administration**

PROJECT LOCATION: ☒ **NONATTAINMENT
AND EMISSION CONTROL AREA FOR NOX & VOC**

REGULATORY REQUIREMENTS MAY BE APPLICABLE TO: ☒ **CONSTRUCTION**
☐ **OPERATION**

STATE AIR POLLUTION CONTROL BOARD REGULATIONS THAT MAY APPLY:

1. ☐ 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 E – STAGE I
2. ☐ 9 VAC 5-45-760 et seq. – Asphalt Paving operations
3. ☒ **9 VAC 5-130 et seq. – Open Burning**
4. ☒ **9 VAC 5-50-60 et seq. Fugitive Dust Emissions**
5. ☐ 9 VAC 5-50-130 et seq. - Odorous Emissions; Applicable to _____
6. ☐ 9 VAC 5-60-300 et seq. – Standards of Performance for Toxic Pollutants
7. ☐ 9 VAC 5-50-400 Subpart _____, Standards of Performance for New Stationary Sources, designates standards of performance for the _____
8. ☐ 9 VAC 5-80-1100 et seq. of the regulations – Permits for Stationary Sources
9. ☐ 9 VAC 5-80-1605 et seq. Of the regulations – Major or Modified Sources located in PSD areas. This rule may be applicable to the _____
10. ☐ 9 VAC 5-80-2000 et seq. of the regulations – New and modified sources located in non-attainment areas
11. ☐ 9 VAC 5-80-800 et seq. Of the regulations – State Operating Permits. This rule may be applicable to _____

COMMENTS SPECIFIC TO THE PROJECT:

All precautions are necessary to restrict the emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x).



(Kotur S. Narasimhan)
Office of Air Data Analysis

DATE: August 13, 2019



MEMORANDUM

TO: John Fisher, DEQ/EIR Environmental Program Planner

FROM: Carlos A. Martinez, Division of Land Protection & Revitalization Review Coordinator

DATE: August 28, 2019

COPIES: Sanjay Thirunagari, Division of Land Protection & Revitalization Review Manager; file

SUBJECT: Environmental Impact Review: EIR Project No 19-094F Long Bridge Project in Arlington, Virginia.

The Division of Land Protection & Revitalization (DLPR) has completed its review of the USDOT/Federal Railroad Commission's August 13, 2019 EIR for the Long Bridge Project in Arlington, Virginia.

Solid and hazardous waste issues were not addressed in the submittal. The submittal did not indicate that a search of Federal or State environmental databases was conducted. DLPR staff conducted a search (500 ft. radius) of the project area of solid and hazardous waste databases (including petroleum releases) to identify waste sites in close proximity to the project area. DLPR identified two (2) VRP sites, and five (5) petroleum release sites within the project area which might impact the project. Additionally, no waste sites of possible concern were located within the zip code of the project area, 22202.

DLPR staff has reviewed the submittal and offers the following comments:

Hazardous Waste/RCRA Facilities – none in close proximity to the project area.

CERCLA Sites – none in close proximity to the project area.

Formerly Used Defense Sites (FUDS) – none in close proximity to the project area.

Solid Waste – none in close proximity to the project area.

Virginia Remediation Program (VRP) – Two (2) found in close proximity to the project area.

- 1. VRP Number VRP00334, Arlington Industrial Property – North Tract, Old Jefferson Davis Highway, Arlington. Site Type: Industry.***
- 2. VRP Number VRP00152, SEI-Arlington Acquisition Corp. Site, 399 Old Jefferson Davis Hwy, Arlington. Site Type: Other.***

Petroleum Releases – Five (5) found in close proximity to the project area.

- 1. PC Number 19993399, Cardinal Concrete, 450 Old Jefferson Davis Hwy, Arlington, Virginia 22201, Release Date: 06/01/1999, Status: Closed.***
- 2. PC Number 19911566, RF and P Facility, 400 Blk Old Jefferson Davis Hwy, Arlington, Virginia 22201, Release Date: 04/24/1991, Status: Closed.***
- 3. PC Number 19920213, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 07/30/1991, Status: Closed.***
- 4. PC Number 19910038, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 05/04/1990, Status: Closed.***
- 5. PC Number 19869985, Exxon 25644, 355 Old Jefferson Davis Hwy, Arlington, Virginia 22202, Release Date: 01/10/1986, Status: Closed.***

Please note that the DEQ's Pollution Complaint (PC) cases identified should be further evaluated by the project engineer or manager to establish the exact location, nature and extent of the petroleum release and the potential to impact the proposed project. In addition, the project engineer or manager should contact the DEQ's Northern Regional Office at (703) 583-3800 (Tanks Program) for further information about the PC cases.

PROJECT SPECIFIC COMMENTS

None

GENERAL COMMENTS

Soil, Sediment, Groundwater, and Waste Management

Any soil, sediment or groundwater that is suspected of contamination or wastes that are generated must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-81); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are:

the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Part 107.

Pollution Prevention – Reuse - Recycling

Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Carlos A. Martinez by phone at (804) 698-4575 or email carlos.martinez@deq.virginia.gov.



Fisher, John <john.fisher@deq.virginia.gov>

Re: NEW PROJECT USDOT/FRA Long Bridge Project DEQ #19-094F

1 message

Holland, Benjamin <benjamin.holland@deq.virginia.gov>
To: John Fisher <John.Fisher@deq.virginia.gov>

Tue, Sep 3, 2019 at 1:23 PM

Northern Regional Office comments regarding the Federal Consistency Determination for *Long Bridge Project, Arlington County, DEQ #19-094S*, are as follows:

Land Protection Division – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, the project manager would follow applicable federal, state, and local regulations for their disposal.

Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.

Virginia Water Protection Permit (VWPP) Program – The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. DEQ VWP staff recommends that the avoidance and minimization of surface water impacts to the maximum extent practicable as well as coordination with the US Army Corps of Engineers. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance. VWPP staff reserve the right to provide comment upon receipt of a permit application requesting authorization to impact state surface waters, and at such time that a wetland delineation has been conducted and associated jurisdiction determination made by the U.S. Army Corps of Engineers.

Erosion and Sediment Control and Storm Water Management: DEQ has regulatory authority for the Virginia Pollutant Discharge Elimination System (VPDES) programs related to municipal separate storm sewer systems (MS4s) and construction activities. Erosion and sediment control measures are addressed in local ordinances and State regulations. Additional information is available at <http://www.deq.virginia.gov/Programs/Water/StormwaterManagement.aspx>. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate, and denuded areas should be promptly revegetated following construction work. If the total land disturbance exceeds 10,000 square feet, an erosion and sediment control plan will be required. Some localities also require an E&S plan for disturbances less than 10,000 square feet. A stormwater management plan may also be required. For any land disturbing activities equal to one acre or more, you are required to apply for coverage under the VPDES General Permit for Discharges of Storm Water from Construction Activities. The Virginia Stormwater Management Permit Authority may be DEQ or the locality.

On Tue, Aug 13, 2019 at 11:40 AM Fulcher, Valerie <valerie.fulcher@deq.virginia.gov> wrote:

Good morning - this is a new OEIR review request/project:

Document Type: Federal Consistency Determination

Project Sponsor: USDOT/Federal Railroad Administration

Project Title: Long Bridge Project

Location: Arlington County

Project Number: DEQ #19-094F



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 1111 East Main Street, Suite 1400, Richmond, VA 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

MEMORANDUM

TO: John Fisher, DEQ Environmental Impact Review Coordinator

FROM: Daniel Moore, DEQ Principal Environmental Planner

DATE: September 25, 2019

SUBJECT: DEQ #19-094F: USDOT/FRA – Long Bridge Project, Arlington County

We have reviewed the Federal Consistency Determination for the above-referenced project and offer the following comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* (Regulations):

In Arlington County the areas protected by the *Chesapeake Bay Preservation Act*, as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs) as designated by each locality. RPAs include tidal wetlands, certain non-tidal wetlands and tidal shores. RPAs also include a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. All areas of Arlington County not included in the RPA are designated as RMAs.

The project proposal includes potential improvements to Long Bridge and related railroad infrastructure. Alternative A (the Preferred Alternative) proposes the addition of a new two-track bridge over the George Washington Memorial Bridge and Potomac River while retaining the existing Long Bridge. Alternative B proposes to replace the existing Long Bridge as well as adding a new two-track bridge. Other proposed changes to the track structure and operation are similar between the two alternatives.

Construction, installation, operation and maintenance of railroads and their appurtenant structures within RPA lands are conditionally exempt from the *Chesapeake Bay Preservation Area Designation and Management Regulations*, § 9 VAC 10-20-150 B, provided they are constructed in accordance with:

1. regulations promulgated pursuant to the *Erosion and Sediment Control Law* and the *Stormwater Management Act*;
2. an erosion and sediment control plan and a stormwater management plan approved by the Virginia Department of Environmental Quality, or;
3. water quality protection criteria as established by Arlington County at least as stringent as the above state requirements.

Provided adherence to the above requirements, the proposed activity would be consistent with the *Chesapeake Bay Preservation Act* and the Regulations.



Fisher, John <john.fisher@deq.virginia.gov>

Re: NEW PROJECT USDOT/FRA Long Bridge Project DEQ #19-094F

1 message

Gavan, Lawrence <larry.gavan@deq.virginia.gov>
To: "Fisher, John" <john.fisher@deq.virginia.gov>

Tue, Aug 13, 2019 at 3:24 PM

(a) Agency Jurisdiction. The Department of Environmental Quality (DEQ) administers the Virginia Erosion and Sediment Control Law and Regulations (VESCL&R) and the Virginia Stormwater Management Law and Regulations (VSWML&R).

3(b) Erosion and Sediment Control Project-Specific Plans. If the state agency has no previously DEQ-approved Annual Standards and Specifications and the project results in a land-disturbing activity of equal to or greater than 10,000 square feet (2,500 square feet in Chesapeake Bay Preservation Area or local thresholds when they are more stringent than state requirements), the applicant must prepare a project-specific ESC plan and submit it to the DEQ Regional Office for review and approval. The ESC plan must be approved prior to commencing land-disturbing activity at the project site. All regulated land-disturbing activities associated with the project, including on- and off-site access roads, staging areas, borrow areas, stockpiles, and soil transported from the project site, must be covered by the project-specific ESC plan. The ESC plan must be prepared in accordance with the VESCL and VESCR and the most current version of the *Virginia Erosion and Sediment Control Handbook*.

3(c) Stormwater Management Project-Specific Plans. For state-agency projects that involve a land-disturbing activity of equal to or greater than one acre (2,500 square feet in areas designated as subject to the Chesapeake Bay Preservation Area Regulations) and if the state agency has no previously DEQ-approved Annual Standards and Specifications the Applicant must prepare a project-specific stormwater management (SWM) plan and submit it for review and approval to the DEQ Regional Office. An approved plan is required prior to initiation of any regulated activities at the project site. The project-specific SWM plan must be prepared in accordance with the VSWML and the Virginia Stormwater Management Program (VSMP) Permit Regulations. In accordance with 9VAC25-870-160 individual plans, to the largest extent practicable, shall comply with any locality's VSMP authority's technical requirements adopted pursuant to the Act. It shall be the responsibility of the state agency to demonstrate that the locality's VSMP authority's technical requirements are not practicable for the project under consideration.

3(d) General Permit for Stormwater Discharges from Construction Activities (VAR10). The owner/operator of projects involving land-disturbing activities of equal to or greater than one acre is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific stormwater pollution prevention plan (SWPPP).

- The SWPPP must be prepared prior to submission of the registration statement for coverage under the General Permit.
- The SWPPP must address water quality and quantity in accordance with the VSMP Permit Regulations.

General information and registration forms for the general permit are available at <http://www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx>

On Tue, Aug 13, 2019 at 11:40 AM Fulcher, Valerie <valerie.fulcher@deq.virginia.gov> wrote:



Fisher, John <john.fisher@deq.virginia.gov>

ESSLog# 40060_19-094F_LongBridge_DGIF_AME20190906

1 message

Ewing, Amy <amy.ewing@dgif.virginia.gov>
To: John Fisher <john.fisher@deq.virginia.gov>

Fri, Sep 6, 2019 at 3:13 PM

John,

We have reviewed the subject project that proposes to construct a new bridge across the Potomac River and perform updates to an existing bridge. The Potomac River has been designated a Confirmed Anadromous Fish Use Area. In addition, federal Endangered Atlantic sturgeon are known from the Potomac River. We recommend coordination with NOAA Fisheries Service and Maryland Department of Natural Resources regarding potential impacts upon this unique resource and the species it supports.

To minimize the adverse impacts of linear utility/road project development on wildlife resources, we offer the following general recommendations: avoid and minimize impacts to undisturbed forest, wetlands, and streams to the fullest extent practicable; maintain naturally vegetated buffers of at least 100 feet in width around wetlands and on both sides of perennial and intermittent streams, where practicable; conduct significant tree removal and ground clearing activities outside of the primary songbird nesting season of March 15 through August 15; and, implement and maintain appropriate erosion and sediment controls throughout project construction and site restoration. To minimize potential wildlife entanglements resulting from use of synthetic/plastic erosion and sediment control matting, we recommend use of matting made from natural/organic materials such as coir fiber, jute, and/or burlap. We understand that adherence to these general recommendations may be infeasible in some situations. We are happy to work with the applicant to develop project-specific measures as necessary to minimize project impacts upon the Commonwealth's wildlife resources.

We recommend coordination with the USFWS regarding potential impacts upon federally Threatened northern long-eared bats associated with tree removal.

This project is located within 2 miles of a documented occurrence of a state or federal threatened or endangered plant or insect species and/or other Natural Heritage coordination species. Therefore, we recommend coordination with VDCR-DNH regarding the protection of these resources.

Assuming adherence to erosion and sediment controls, we find this project consistent with the Fisheries Management Section of the CZMA.

Amy

**Amy Ewing***Environmental Services Biologist**Manager, Fish and Wildlife Information Services*

P 804.367.2211

Virginia Department of Game & Inland Fisheries*CONSERVE. CONNECT. PROTECT.*

A 7870 Villa Park Drive, P.O. Box 90778, Henrico, VA 23228

www.dgif.virginia.gov



Fisher, John <john.fisher@deq.virginia.gov>

Re: NEW PROJECT USDOT/FRA Long Bridge Project DEQ #19-094F

1 message

Birge-wilson, Adrienne <adrienne.birge-wilson@dhr.virginia.gov>
To: "Fisher, John (DEQ)" <John.Fisher@deq.virginia.gov>

Thu, Sep 5, 2019 at 2:12 PM

John- The FRA is currently in consultation with DHR on this project (file #2016-0932). A Programmatic Agreement is being drafted, but I am not sure when it will be executed.

V/R,

Adrienne Birge-Wilson

Review and Compliance Division
Virginia Department of Historic Resources
[2801 Kensington Avenue](#)
Richmond, VA 23221
(804) 482-6092
adrienne.birge-wilson@dhr.virginia.gov

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On Tue, Aug 13, 2019 at 3:43 PM Kirchen, Roger <roger.kirchen@dhr.virginia.gov> wrote:

*Roger W. Kirchen, Director
Review and Compliance Division
Department of Historic Resources
[2801 Kensington Avenue](#)
[Richmond, VA 23221](#)
phone: 804-482-6091
www.dhr.virginia.gov*

----- Forwarded message -----

From: **Fulcher, Valerie** <valerie.fulcher@deq.virginia.gov>

Date: Tue, Aug 13, 2019 at 11:40 AM

Subject: NEW PROJECT USDOT/FRA Long Bridge Project DEQ #19-094F

To: rr dgif-ESS Projects <essprojects@dgif.virginia.gov>, Roberta Rhur <robbie.rhur@dcv.virginia.gov>, odwreview (VDH) <odwreview@vdh.virginia.gov>, Carlos Martinez <carlos.martinez@deq.virginia.gov>, Kotur Narasimhan <kotur.narasimhan@deq.virginia.gov>, Lawrence Gavan <larry.gavan@deq.virginia.gov>, Daniel Moore <daniel.moore@deq.virginia.gov>, Holly Sepety <holly.sepety@deq.virginia.gov>, Benjamin Holland <benjamin.holland@deq.virginia.gov>, Roger Kirchen <roger.kirchen@dhr.virginia.gov>, Anthony Watkinson <tony.watkinson@mrc.virginia.gov>, Bob Lazaro <rlazaro@novaregion.org>, <countymanager@arlingtonva.us>
Cc: John Fisher <john.fisher@deq.virginia.gov>

Good morning - this is a new OEIR review request/project:

Document Type: Federal Consistency Determination

Project Sponsor: USDOT/Federal Railroad Administration

Project Title: Long Bridge Project

Location: Arlington County

Project Number: DEQ #19-094F



Fisher, John <john.fisher@deq.virginia.gov>

Re: NEW PROJECT USDOT/FRA Long Bridge Project DEQ #19-094F

1 message

Warren, Arlene <arlene.warren@vdh.virginia.gov>
To: John Fisher <john.fisher@deq.virginia.gov>

Wed, Sep 4, 2019 at 5:12 PM

Project Name: USDOT/FRA Long Bridge Project
Project #: 19-094 F
UPC #: N/A
Location: Arlington Co.

VDH – Office of Drinking Water has reviewed the above project. Below are our comments as they relate to proximity to **public drinking water sources** (groundwater wells, springs and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems **must be verified by the local utility.**

There are no public groundwater wells within a 1-mile radius of the project site.

There are no surface water intakes located within a 5-mile radius of the project site.

The project is not within the watershed of any public surface water intakes.

There are no apparent impacts to public drinking water sources due to this project.

The Virginia Department of Health – Office of Drinking Water appreciates the opportunity to provide comments. If you have any questions, please let me know.

Best Regards,

Arlene Fields Warren

GIS Program Support Technician

Office of Drinking Water

Virginia Department of Health

109 Governor Street

Richmond, VA 23219

(804) 864-7781

On Tue, Aug 13, 2019 at 11:40 AM Fulcher, Valerie <valerie.fulcher@deq.virginia.gov> wrote:

Good morning - this is a new OEIR review request/project:

Document Type: Federal Consistency Determination

Project Sponsor: USDOT/Federal Railroad Administration



COMMONWEALTH of VIRGINIA

*Marine Resources Commission
380 Fenwick Road
Bldg 96
Fort Monroe, VA 23651-1064*

Matthew J. Strickler
Secretary of Natural Resources

Steven G. Bowman
Commissioner

August 15, 2019

Department of Environmental Quality
Attn: John Fisher
Office of Environmental Impact Review
1111 East Main St.
Richmond, VA 23219

Re: Federal Consistency Determination
Long Bridge Project
DEQ #19-094F

Dear Mr. Fisher

This will respond to the request for comments regarding the Federal Consistency Determination for the Long Bridge project (DEQ #19-094F), prepared by the Federal Railroad Administration (FRA). Specifically, the FRA has proposed to construct a new railroad bridge over the Potomac River to address a current transportation bottleneck as well as future use and to construct a multi-use path also crossing the river. The project is located in Arlington County, Virginia.

We received the applicant's provided project description and documents and this project WILL require a permit from this agency for the proposed impacts to tidal wetlands within the project area. The applicant must submit a Joint Permit Application for the aforementioned bridge and path construction before installation.

Please be advised that the Virginia Marine Resources Commission (VMRC) pursuant to Chapter 12, 13, & 14 of Title 28.2 of the Code of Virginia administers permits required for submerged lands, tidal wetlands, and beaches and dunes. The VMRC administers the enforceable policies of fisheries management, subaqueous lands, tidal wetlands, and coastal primary sand dunes and beaches which comprise some of Virginia's Coastal Zone Management Program. VMRC staff has reviewed the submittal and offers the following comments:

Fisheries and Shellfish: None in close proximity to the project area

State-owned Submerged Lands: No impacts expected

Tidal Wetlands: Impacts to adjacent tidal wetlands in the project area

Beaches and Coastal Primary Sand Dunes: None in close proximity to the project area

As such, this project has a foreseeable impact on the VMRC's enforceable policies and will require a

An Agency of the Natural Resources Secretariat

www.mrc.virginia.gov

Telephone (757) 247-2200 (757) 247-2292 V/TDD Information and Emergency Hotline 1-800-541-4646 V/TDD

Department of Environmental Quality
August 15, 2019
Page Two

permit. As proposed, we have no objection to the consistency findings provided by the applicant. Should the proposed project change, a new review by this agency may be required relative to these jurisdictional areas.

If you have any questions please contact me at (757) 247-8028 or by email at mark.eversole@mrc.virginia.gov. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Eversole", written in a cursive style.

Mark Eversole
Environmental Engineer, Habitat Management

MCE/keb
HM

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



Rochelle Altholz
*Deputy Director of
Administration and Finance*

Russell W. Baxter
*Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation*

Thomas L. Smith
Deputy Director of Operations

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

MEMORANDUM

DATE: September 5, 2019
TO: John Fisher, DEQ
FROM: Roberta Rhur, Environmental Impact Review Coordinator
SUBJECT: DEQ 19-094F, Long Bridge Project

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in Biotics, natural heritage resources have not been documented within the submitted project boundary including a 100 foot buffer. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. In addition, the project boundary does not intersect any of the predictive models identifying potential habitat for natural heritage resources.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <http://vafwis.org/fwis/> or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dgif.virginia.gov.

Division of Dam Safety and Floodplain Management

Floodplain Management Program:

The National Flood Insurance Program (NFIP) is administered by the Federal Emergency Management Agency (FEMA), and communities who elect to participate in this voluntary program manage and enforce the program on the local level through that community's local floodplain ordinance. Each local floodplain ordinance must comply with the minimum standards of the NFIP, outlined in 44 CFR 60.3; however, local communities may adopt more restrictive requirements in their local floodplain ordinance, such as regulating the 0.2% annual chance flood zone (shaded X Zone).

All development within a Special Flood Hazard Area (SFHA) or floodplain, as shown on the locality's Flood Insurance Rate Map (FIRM), must be permitted and comply with the requirements of the local floodplain ordinance. As per Executive Memorandum 2-97, development in a floodplain by an agency of the Commonwealth, or by its contractor, shall comply with the locally adopted floodplain management ordinance. Additionally, new state-owned buildings shall not be constructed in the SFHA unless a variance is granted by the Department of General Services. Projects conducted by federal agencies within the SFHA must comply with Executive Order 11988: Floodplain Management.

The NFIP defines development as *"any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials."* (44 CFR 59.1)

The NFIP defines Special Flood Hazard Area (SFHA) as *"the land in the flood plain within a community subject to a 1 percent or greater chance of flooding in any given year. The area may be designated as Zone A on the FHBM. After detailed ratemaking has been completed in preparation for publication of the flood insurance rate map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V."* (44 CFR 59.1)

DCR's Floodplain Management Program does not have regulatory authority for projects in the SFHA. The applicant/developer must contact the local floodplain administrator for an official floodplain determination, and if the project is located in the SFHA, this project must comply with the community's local floodplain ordinance, including receiving a local permit. Failure to comply with the local floodplain ordinance could result in enforcement action from the locality. For state projects, DCR recommends that compliance documentation be provided prior to the project being funded. For federal projects, the applicant/developer is encouraged reach out to the local floodplain administrator and comply with the community's local floodplain ordinance.

To find flood zone information, use the Virginia Flood Risk Information System (VFRIS): www.dcr.virginia.gov/vfris

To find local floodplain administrator contact information, use DCR's Local Floodplain Management Directory: www.dcr.virginia.gov/dam-safety-and-floodplains/floodplain-directory

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.



16591
14 NOV 2019

Mr. David Valenstein
Senior Advisor – Major Projects & Credit Programs
Office of Railroad Policy and Deveopment
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Valenstein:

Coast Guard has completed its review of the comments received during preliminary public notice (D05PPN-04-2019) that closed on October 3, 2019.

We received general comments concerning navigation and recommendations concerning a minimum vertical clearance for the proposed Long Bridge, at mile 109.8, and pedestrian bridge, at mile 109.81, across the Potomac River, at Washington DC. However, the comments did not contain sufficient vessel specific information to make a conclusion concerning a minimum vertical clearance for the bridge.

The Coast Guard is currently distributing a survey via marina/yacht club owners/managers to vessel owners at their facility, requesting vessel specific information. The survey will be open through December 13, 2019. Any comments received will be considered by the Coast Guard in making a preliminary navigation clearance determination (PNCD) with the minimum navigational (horizontal and vertical) clearances required for the subject proposed bridge. The Coast Guard anticipates making a PNCD within 30 days following closure of the survey comment period.

Please contact Mr. Mickey Sanders, project officer, at the above telephone number or email address if you have any questions regarding our comments or requirements.

Sincerely,

A handwritten signature in blue ink that reads "Hal R. Pitts".

HAL R. PITTS
Bridge Program Manager
By direction

Copy: Ms. Anna Chamberlin, District Department of Transportation
CG Sector Maryland-National Capital Region, Waterways Management



16591
5 MAR 2020

Mr. David Valenstein
Senior Advisor – Major Projects & Credit Programs
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Valenstein:

The Coast Guard has reviewed the Navigation Study dated July 22, 2019, for the Long Bridge in Washington, DC. Based on a preliminary review of this study and the information available as of the date of this letter, the Coast Guard does not foresee anything that would prevent a bridge permit from being issued. The Preliminary Navigation Clearance Determination (PNCD) and information below are provided to assist Federal Railroad Administration (FRA) in preparing and submitting a bridge permit application.

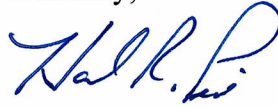
The Coast Guard has made a PNCD that a fixed bridge that carries the Long Bridge across the Potomac River, at mile 109.8 and a pedestrian bridge, at mile 109.81, at Washington, DC, will provide for the current and prospective reasonable needs of navigation. The proposed project is to modify the Long Bridge by building a second two-track railroad bridge structure and a new pedestrian bridge between the existing Long Bridge and Charles R. Fenwick (DC Metrorail) Bridge and retain the existing two-track railroad bridge structure at the same location. The existing drawbridge in the permanently closed position has a vertical clearance of 18 feet above mean high water and 100 feet of horizontal clearance through the main navigation span of the bridge. The proposed fixed bridges should provide at least 20 feet of vertical clearance above mean high water and at least 100 feet of horizontal clearance through the main navigation span of the bridge.

Please note that this PNCD is not binding, does not constitute an approval or final agency action, and **expires three (3) years from the date of this correspondence**. A final determination can only be made in accordance with regulation and after FRA submits a complete bridge permit application to the Coast Guard. If a complete bridge permit application is not submitted within three (3) years from the date of this correspondence, an updated Navigation Impact Report as described in appendix A of the Coast Guard's Bridge Permit Application Guide, COMDTPUB P16591.3D, should be prepared and submitted in order to obtain a new PNCD.

16591
5 MAR 2020

Mr. Mickey Sanders, at the above listed address or telephone number, has been assigned as the Coast Guard's Bridge Permit project officer. Please maintain frequent and regular contact with the project officer to ensure efficient and effective project administration.

Sincerely,



HAL R. PITTS
Bridge Program Manager
By direction

Encl: Bridge Permit Application Guide, COMDTPUB P16195.3D and BPAG Applicant
Template located at (<https://go.usa.gov/xRFk2>)

Copy: CG Sector Maryland-National Capital Region, Waterways Management

Appendix J:

National Park Service Non-Impairment Determination

NON-IMPAIRMENT DETERMINATION

By enacting the National Park Service (NPS) Organic Act of 1916 (Organic Act), Congress directed the US Department of Interior and the NPS to manage units *“to conserve the scenery and the natural and historic objects and wildlife therein and to provide for the enjoyment of the same in such a manner and by such a means as will leave them unimpaired for the enjoyment of future generations”* (54 USC 100101). Congress reiterated this mandate in the Redwood National Park Expansion Act of 1978 by stating that the NPS must conduct its actions in a manner that will ensure no *“derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress”* (54 USC 100101).

The NPS has discretion to allow impacts on Park resources and values when necessary and appropriate to fulfill the purposes of a Park (NPS 2006 sec. 1.4.3). However, the NPS cannot allow an adverse impact that would constitute impairment of the affected resources and values (NPS 2006 sec 1.4.3). An action constitutes an impairment when its impacts *“harm the integrity of Park resources or values, including the opportunities that otherwise would be present for the enjoyment of those resources or values”* (NPS 2006 sec 1.4.5). To determine impairment, the NPS must evaluate *“the particular resources and values that would be affected; the severity, duration, and timing of the impact; the direct and indirect effects of the impact; and the cumulative effects of the impact in question and other impacts”* (NPS 2006 sec 1.4.5).

This determination on impairment has been prepared for the selected alternative described in Record of Decision, which states NPS’s intent, after an appropriate legal mechanism is identified, to allow the permanent use of certain Park property for the project as described therein. An impairment determination is made for those NPS resources being impacted and analyzed for the selected alternative. An impairment determination is not made for visitor use and experience because impairment findings relate back to park resources and values, and these impact areas are not generally considered to be park resources or values according to the Organic Act and cannot be impaired in the same way that an action can impair park resources and values.

Land Use and Property: As part of this decision, the NPS expects that the United States will, through a mechanism to be identified after the conclusion of the NEPA process, transfer or dispose of lands, or interests therein, in the George Washington Memorial Parkway (approximately 1.1 acres), East Potomac Park (approximately 0.5 acres), and West Potomac Park (approximately 1.7 acres) for construction of the new railroad bridge over the Potomac River and associated infrastructure, and for construction of the bike-pedestrian crossing. While the loss of these NPS lands would be permanent, it would not constitute as an impairment to park resources. The areas being lost are a small percentage of the total areas of each respective park. In addition, these locations are within an area with existing significant transportation infrastructure, which does not contain any significant park resources or values, and the only recreational opportunities occur on the roads and trails that pass underneath the existing bridges. The use of these roads and trails would not be impacted by this project.

Cultural Resources: The introduction of a new railroad bridge and bike-pedestrian crossing structures will temporarily and permanently alter views from the four historic districts within the area of potential effect (George Washington Memorial Parkway, Mount Vernon Memorial Highway, East and West Potomac Parks, and National Mall Historic Districts). It adds new physical elements and will result in the removal or alteration of mature trees that were part of the original planting plan for the George Washington Memorial Parkway and the removal of Japanese cherry trees in East and West Potomac Parks. Construction of the new railroad bridges and the bike-pedestrian crossing would result in less space available to replant trees and vegetation. Lastly, FRA also identified three terrestrial areas of high potential for archaeological resources and one submerged area of moderate potential within the Project’s limits of disturbance.

FRA determined, in accordance with Section 106 of the National Historic Preservation Act of 1966 (Section 106), and with DC SHPO and VDHR concurrence, that the Project will result in adverse effects

on the George Washington Memorial Parkway, Mount Vernon Memorial Highway, East and West Potomac Parks, and National Mall Historic Districts. The adverse effects result from permanent change in ownership, construction of new railroad infrastructure within the boundaries of the historic properties, temporary construction access and staging, temporary and permanent visual effects, and/or temporary and permanent vegetation and plantings.

As such, a Section 106 Programmatic Agreement (PA) was prepared and fully executed between FRA, DC SHPO, VDHR, NPS, NCPC, and DRPT (the Signatories) containing conditions and stipulations regarding means by which these adverse effects will be avoided, minimized, and mitigated and how the Section 106 will continue throughout the life of the Project. Also, pursuant to the terms of the PA, the need for further archeological investigations will be determined later using a phased identification approach and in consultation with the appropriate SHPO and Consulting Parties. Required investigations and evaluations will be conducted during Final Design once precise locations for ground disturbing activities have been identified. The executed Section 106 PA between the Signatories containing conditions and stipulations regarding the Project is provided in Appendix B of the combined FEIS/ROD.

While there will be adverse impacts (adverse effect under Section 106) to all four historic districts, none of these impacts will constitute an impairment to either the associated Parks or their resources. The design of the bridges will be done in accordance with the PA and will avoid and minimize impacts to the extent possible and mitigate unavoidable impacts when necessary. The new railroad bridge and infrastructure will be located between the current CSX Long Bridge and the I-395 eastbound bridge, so while it will add to impacts in this area, it will not expand the area already impacted by these large transportation corridors. Locating the new railroad bridge between these existing bridges also minimizes the overall long-range visual impacts on these historic districts.

Lastly, the recreational and interpretive opportunities that currently take place within these existing transportation corridors are minimal, mostly consisting of roads/trails passing underneath the existing bridges. Adding the additional railroad bridge in this corridor would not prohibit the use of these roads and trails and adding an additional new bike-pedestrian crossing connecting the Mount Vernon Trail to the National Mall and Memorial Parks will be beneficial. These impacts will not diminish the overall integrity of the resources and values provide for by the George Washington Memorial Parkway, Mount Vernon Memorial Highway, East and West Potomac Parks, and the National Mall and Memorial Parks, and will not diminish the opportunities to enjoy those resources or values.

CONCLUSION

While the impact analyses summarized above demonstrate that the Selected Alternative will result in impacts on the resources of the George Washington Memorial Parkway, Mount Vernon Memorial Highway, East and West Potomac Parks, and the National Mall and Memorial Parks, those impacts are occurring within an existing heavily used transportation corridor, and will not substantially affect recreational and interpretive opportunities in that area (apart from the benefits of the new bike-pedestrian crossing). Implementation of the Selected Action will not result in adverse impacts that would threaten resources or values whose conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation of the park; (2) key to the natural or cultural integrity of the park or opportunities for enjoyment of the park; or (3) identified as a goal in the park's general management plan or other NPS planning documents. There will be no impairment to park resources or values from implementing the Selected Action.